

DEWAR'S
WHISKIES
ARE SUPPLIED BY
ROYAL WARRANT
TO THE
KING.
SOLE AGENTS—
H. PRICE & CO.

Hongkong Daily Press.

ESTABLISHED 1857

ALWAYS TO THE
FRONT.

Messrs. JOHN DEWAR & SONS,
LIMITED, inform us that they
have received a ROYAL
WARRANT from the
KING for the Supply of their
FAMOUS WHISKIES.

SOLE AGENTS—
H. PRICE & CO.

No. 13,548 號捌十肆百伍千壹萬壹第 日式初月柒年十二光緒 HONGKONG, THURSDAY, AUGUST 15th, 1901 肆拜禮 號五十月捌年壹零百九千壹英港香 PRICE, \$2 1/2 PER MONTH

CHAMPAGNE

JULES MUMM

PER CASE, PINTS, \$50; QUARTS, \$48.

A. S. WATSON & CO.

LIMITED,

THE HONGKONG DISPENSARY.

CUTLER PALMER AND CO.

WINE SHIPPERS SINCE 1816.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central.

JOHN WALKER & SONS'

FAMOUS
KILMARNOCK WHISKY.

This World-renowned
FINE OLD HIGHLAND WHISKY,
Sole Shippers—CUTLER PALMER & CO.,
is obtainable in Hongkong of their Agents.
SIEMSEN & CO.
Hongkong, 1st January, 1901.

CUTLER, PALMER & CO.'S

PRICE \$10.75 PER DOZEN

NET

Blend
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAM- WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9 p.m., 9.45 to 11.15 p.m., very 1 hour.

SATURDAY.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
NIGHT CARS as on Week Days.

Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1901.

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having
a first-class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fittings of every description.
Bargains can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a speciality.

MCKIRDY & CO.,
43 & 45A, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901.

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

\$5.50 per Cask of 37 1/2 lbs. net ex Factory.
\$3.30 per Bag of 250 lbs.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901.

NOTICE

I HAVE THIS DAY RESUMED my
DENTAL PRACTICE
WM. MACLEOD, D.D.S.,
BEACONSFIELD ARCADE.
Hongkong, 1st August, 1901.

JOHNSON'S DIGESTIVE TABLETS

THE GREAT REMEDY FOR
INDIGESTION, DYSPEPSIA, FLATULENCY
AND ACIDITY OF THE STOMACH.

VICTORIA DISPENSARY.

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EASTMAN'S KODAKS, FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG.

IF YOU DO DRINK

WHISKY

DRINK THE BEST

IF YOU WANT THE BEST SCOTCH HAVE

OUR 10 YEARS' OLD DUNDEE.

IF YOU WANT THE BEST AMERICAN HAVE

CYRUS NOBLE OLD BOURBON OR O.P.S. PURE OLD RYE.

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WATKINS, LIMITED,

68, QUEEN'S ROAD CENTRAL.

LANE, CRAWFORD & CO.

HAVE JUST RECEIVED THEIR

FIRST SEASON'S CONSIGNMENT OF FRENCH ISIGNY BUTTER.

ABSOLUTELY THE BEST AND FINEST THAT IS IMPORTED.
NO OTHER BUTTER CAN COMPARE WITH THIS.

PRICES—

Per 1 lb tin 80 cents. Per 2 lb tin \$1.50

LANE, CRAWFORD & CO.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC,

C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

\$20 PER DOZ.

Distinguished by 4 Stars on the label.

This fine Wine is old, soft, and of grand flavour
See analysis and certificate by Professor Cassal

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

DOURO PORT,

\$14.25 PER DOZ.

A fine, full, and fruity wine.

THE ELITE OF WHISKY—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS;

AMOROSO SHERRY,

\$20 PER DOZ.

LA TORRE SHERRY,

\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—

D.O.M.,

\$39.75 PER DOZ.

THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

CHAMPAGNES.

JUST LANDED.

POMMERY AND GREN. SEC. AND EX SEC.

BOLLINGER, EX SEC.

AGENTS—

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

15, Queen's Road,
Hongkong, 15th August, 1901.

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WITH ALL REQUISITES.

SIEMSEN & CO.

SOLE AGENTS.

JUST RECEIVED

NEW STOCK OF

HUNTLEY AND PALMER'S BISCUITS

ALL KINDS

FRENCH FANCY BISCUITS LEFEVRE. UTILE. LU-LU

ALL KINDS

G. GIRAULT. 6, QUEEN'S ROAD.

COTTAM & CO.

(JUST RECEIVED)

STRAW BOATING HATS AND PANAMA FOLDING HATS. "SNOWS" FAMOUS ANGLO-AMERICAN BOOTS AND SHOES.

KELLY & WALSH, LD.

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CHINA AND THE ALLIES, by A. H. Savage-Landor. \$19.00
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AMIR OF AFGHANISTAN, by \$19.00
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2 Vols. \$19.00
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Dallinger. \$19.00
OLIVER CROMWELL, by S. R. \$19.00
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ADMINISTRATION, by F. W. \$19.00
ILLUSTRATED NATURAL HIS- \$19.00
TORY, in 3 Vols.—Reptiles, Birds, \$19.00
Mammalia, by Rev. J. G. Wood, \$19.00
M.A., F.L.S. \$19.00
WALL AND WATER GARDENS, \$19.00
by G. Jekyll. \$19.00

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SMOKING MIXTURE.

Manufactured and Blended from
VERY FINEST TOBACCOS.

GUARANTEED FREE from all Artificial
Flavourings and Scents so injurious to
Health, but now so often found in Smoking
Mixtures.

Modern Scientific Authorities Declare

ARDATH

THE HEALTHIEST TOBACCO.

Packed in 1 lb. Air-tight Tins:
Mild, Medium and Full Strength.
Price 90 cents per Tin.

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FOR SALE.

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FAMOUS LITERATURE, 20 VOLUMES,
BEAUTIFULLY BOUND, AND IN-
CLUDING A PORTFOLIO OF VERY
FINE ENGRAVINGS, \$150.

VERY POPULAR NOVELS, &c.

35 cents each.

Marquess of Lonsie, by Geo. Macdonald.
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The Black Card, by Lys.
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Jockey Jack, by Nat Gould.
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Britannia's Bulwarks: The Achievements of our
Seamen; the Honours of our Ships. Very
Choice Illustrations; to be Completed in 16
Parts (4 Parts now ready).
35 cents each.

A Very Fine Engraving of
H.M. KING EDWARD, VII.
\$15.00

A Fine Pair—
A Chip of the Old Block ... \$15.00
The Dawn of Majuba Day ... \$15.00
(Sold Separately)

23 & 25, Queen's Road, Hongkong.

B. J. BARLOW,

CONSULTING ENGINEER, SURVEYOR
AND CONTRACTOR.

PLANS and Specifications Supplied for any
Class of Engineering Work. Marine
Work a Speciality. Designs prepared for
Small Coast Steamers, Light Draught Vessels,
Dredgers, Tug-Boats, Launches and Barges
of any Class or for Special Requirements.
New and Repair Work Supervised. Contractor
for the Supply and Erection of any type of
Machinery.

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Telephone, No. 74.
P. O. Box, No. 110.
OFFICE—9, QUEEN'S ROAD CENTRAL.
B. J. BARLOW.
Hongkong, 12th June, 1901.

THE WANCHAI STORING COMPANY

ARE now prepared to receive Goods for
Storage in their Godowns, situated on
PRAYA EAST (late McGregor Barracks).
Landing and Shipping of Cargoes is
facilitated by means of the spacious strong
Pier lately constructed in front of these
Godowns.

Terms Moderate.
Apply to the SECRETARY on the Pre-
mises.
Hongkong, 10th August, 1901.

NOTICE.

THE Undersigned carry in Stock an
extensive line of CIGARS and
CIGARETTES from the "GERMINAL"
FACTORY of Manila, for which they are
Sole Agents in Hongkong. Prices moderate.
Stock of specially selected quality. A trial
solicited. Special Terms to Exporters.
T. M. STEVENS & CO.,
1, Duddell Street.
Hongkong, 2nd August, 1901.

THE HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

WASHING! WASHING! WASHING!
GENTLEMEN'S (Ordinary), at a fixed price of
\$8 per month per head, or as per tariff.
LADIES' and FAMILY, as per tariff.
All Articles Disinfected.
Shirts, Collars and Cuffs Glossed by
Machinery.
California Washermen employed. No coolies
sleep on premises.

DEPOT: 5, ICE HOUSE STREET.
F. G. ALLEN, Manager.
Hongkong, 7th August, 1901.

UNDER ENGLISH MANAGEMENT.

AH YOUNG & CO.

NAVY AND ARMY CONTRACTORS, and
WHOLESALE PROVISION
MERCHANTS. Orders promptly executed.
Satisfaction guaranteed. Prices List on applica-
tion.

9, VICTORIA STREET, HONGKONG.
(Next to Central Market).
GEO. MOIR, Manager.
Hongkong, 1st August, 1901.

HING KEE HOTEL.

(ESTABLISHED 1873)

MACAO.

THIS First-class and well-famed establish-
ment is pleasantly situated in the centre
of PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HINGKEE" [1882]

INSURANCE

EVERY FACILITY
in connection with Life Assurance Business is
afforded by
THE STANDARD LIFE ASSURANCE
COMPANY.

ONE of the largest and wealthiest of the Pro-
vident Institutions of the United King-
dom. Forms of application and all informa-
tion will be promptly afforded on application to
DODWELL & CO., Lu. Agents.
Hongkong, 12th February, 1901. [7-18642]

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect
Elegantly Furnished Reading, Music, and
Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from
Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by
Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE.

THE PEAK HOTEL.

City Office: 7, Duddell Street.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The PEAK, near the
Tram Terminus.

For Terms, apply to the

Hongkong, 2nd July, 1900.

THE WAYERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly

Spacious Rooms.

Very MODERATE TERMS to FAMI-
LIES by the DAY or MONTH.

THE CONNAUGHT HOTEL

A FIRST CLASS HOTEL of 40 Bed-
rooms, elegantly furnished.

The Hotel is situated near all the Banks and
Principal Offices in the Colony.

Special Attention paid to the Comfort of
Guests.

Cuisine excellent; under Experienced Man-
agement.

Terms Moderate.

A. FONSECA,
Manager.

Hongkong, 1st December, 1899.

KOWLOON HOTEL.

THIS HOTEL is situated in a quiet
locality, away from the din and distur-
bance of the City, and surrounded by a deli-
cious Garden, it is an ideal place of Residence.

The building stands on an eminence, giving a
magnificent view of the Harbour and the
City of Victoria. It is within easy access of
the Kowloon Wharves, where the principal
Mail Steamers disembark Passengers, and from
which there is a regular ferry service to Hong-
kong.

Bowling Alleys and Billiards.
The Cuisine is Excellent.

J. W. OSBORNE, J. H. DOWNS,
Proprietors.
Hongkong, 8th September, 1900.

"BOA VISTA" HOTEL.

MACAO.

THE most healthy place in South China.

Macao is 40 miles West of Hongkong, and
the trip is made each day (Sundays excepted) by
the Steamer "HONGKONGAN," Capt. W. E.
CLARKE, leaving Hongkong at 2 p.m., or
according to Schedule, and Macao at 7.30 a.m.
Connection made at Macao with Company's
Steamers to and from Canton.

Cable Address—"Boavista."

CLARKE & CO.,
Proprietors.

For Terms, apply to

906a/1

PORTLAND CEMENT

J. B. WHITE & BROS

SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & CO.

Hongkong, 16th September, 1899.

INTIMATION.

ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS

SCOTCH
WHISKY.

WATSON'S VERY OLD

LIQUEUR SCOTCH WHISKY.

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B L E N D.

Pronounced by Connoisseurs to be the
BEST BRAND in the FAR EAST.

Per Dozen \$15.00

The following Blends are also recom-
mended, and are unsurpassed in quality—

A.—THORNE'S BLEND... \$10.80

B.—GLENORCHY, MELLOW

BLEND, a fine 'SODA'

WHISKY of great age... 10.80

C.—ABERLOUR-GLENLIVET 12.00

D.—H.K.D. BLEND of the Finest

Old Malt Scotch Whiskies 14.40

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY

BIRTH.

On the 13th August, at 1, Macdonnell Road,
the wife of H. J. Lutz, of a son.

DEATH.

On the 14th August, at No. 21, Belloc Terrace,
FORTUNATO ANTONIO CORDEIRO, aged 34 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VOGES ROAD CL

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 15th August, 1901

The lesson to be learned from the Boer War is apparently that, even beyond the wildest estimates, modern war is an expensive business; and this seems to have made some impression even amongst the most bellicose of the European Powers. Russia with her usual instincts of bluff has been trying to turn the position to her own advantage, but recently her ideas seem to have so far expanded that she finds that the suspicions of the other Powers are being aroused as to her real intentions. At all events there seems to be a more friendly disposition existing among the westerly governments, and affairs are being discussed on the whole with a better feeling and more mutual good-will than at any time during the last three years. This is to some extent foreshadowed in the formation at last, after many delays, of a practical code of arbitration at the Hague, and although it is not at all likely that any nation will before the millennium be prepared to submit any vital question to its judgment, there are almost daily little differences to decide, which without prejudice the countries concerned may submit to the Court when once they are convinced that it intends to act on impartial lines. As in railway and banking affairs a multitude of petty questions are always left to the respective clearing-houses to decide, so it is quite possible that without assuming to be an authoritative body, there are multitudes of petty questions, which if neglected might lead to grave misunderstandings, yet by passing through this international clearing-house may be made reducible to order and reason.

We only look, however, to the successful formation of the court as an indication that a better understanding is about, and an earnest that a better feeling has come to exist, which affords some prospect that no nation will, for the present at least, wilfully disturb the peace of the world. There are of course grave dangers ahead; one of these is the disturbed state of Russia; and the

fact that not a few of her statesmen would willingly plunge the Empire into war in the hope of thereby fastening on it a despotism already unbearable. Such statesmen existed round NAPOLEON III in France, whose deliberately expressed policy was that without a war every four years the country must lapse into a state of internal anarchy. In France in 1870, as in Russia in 1901, the Emperor, nominally autocratic, was too weak to enforce his own ideas, and permitted himself to be guided by the loudest-mouthed of his ministers. But there is felt to be another source of danger; in Austro-Hungary the Emperor FRANCIS JOSEPH, a constitutional monarch of a very different type, has by a wise knowledge of the needs of his people so guided the internal affairs of his somewhat incongruous Empire that Austro-Hungary has on more than one occasion been a guarantee of the peace of Europe. The Emperor has, however, reached the allotted period of human life, and unfortunately leaves no direct heir, and there is a fear that the elements of discord kept in abeyance through his personal influence for so many years may after his decease break out anew. These are real dangers, which it behoves the statesmen of Europe to guard against, and there is no doubt that the knowledge gained of the enormous expense and waste of modern war has had a salutary influence in inducing caution. Seen in this light the recent display of Russia in the harbour of Varna has an unpleasant aspect, as an indication of the old habit of seeking to meddle in every trouble. The Balkan States, always discontented as the result of past misgovernment, were well content to settle down as useful members of the European family; and if the visit of the Grand Duke ALEXANDER MIKHAILOVICH were merely intended to emphasise this desire, his neighbours could look on the affair not only with complacency but with pleasure. Unfortunately Russia has exhibited so frequently her insatiable avidity for turning every little difference to unworthy ends, that she cannot be surprised if she should now be looked upon with suspicion. The visit of the Grand Duke to Varna, natural enough in itself, would not have excited suspicions had it been made by any other Power. Russia has herself only to thank for the difference, and at a time when there is an evident desire on the part of the other Powers to avoid unnecessary occasions of misunderstanding, it was to say the least a misfortune on the part of Russia to make her private friendship the occasion for a display incapable of misconception. Russia is in fact playing a dangerous game; and the events of 1870 ought to be a warning that unprovoked aggression is apt to meet with condign punishment. Her policy with regard to China has not conducted to allay the suspicions of the world, and the very evident desire of an important section of her politicians to play in St. Petersburg the part of the reactionary party in Peking, and paralyse an Emperor who, if personally weak, yet has the best interests of the State at heart, is an unpleasant feature of the new development.

General Vayron is expected to reach Shanghai from Japan about the 22nd inst.

The Chinese Government is reported to be intending to appoint the Manchu Tahaishima as its new Minister to Russia.

We are informed that Messrs. John Dowar & Sons, Ltd., have received a Royal Warrant from His Majesty the King for their Scotch whiskeys.

A strike is reported from Ichang. The Magistrate of Tungwu manages the taxes on houses and shops in Ichang City. It is said he has exacted taxes and extorted money by false promises, therefore all the shops are striking. The Magistrate sent his servants to beat along the street to order the shops to open again, but they are afraid and dare not comply with his request. The Magistrate is anxious about the matter.

The following paragraph from the *China Gazette* is enigmatical. We reproduce it with the original spelling unaltered.—The Amateur Circus was crowned last night with an enthusiastic audience representing the beauty and fashion of Shanghai, who enjoyed the splendid show even more than the exclusively masculine spectators on Tuesday night. The programme went without a hitch save a tumble to the charming Miss Tottie Lingsocks, fortunately without resulting in any serious damage.

The s.s. *Kiaochi* seems to have astonished the boat at the end of last month by going up to the Bund. From her experiences in trying to get out again, however, it seems very uncertain whether her adventurous captain will try the journey up the Peiho again. It took three days to reach Tongku, and one resident who had boarded the steamer for that place and who expected to return to Tientsin the same day gave a graphic description of the ship running ashore first one side and then the other.

The Rev. J. D. Liddell, of the London Mission, and Mr. May, mining engineer, have gone to the district west of Chinese in Manchuria. To show the extent to which the "door is open," even on the line of railway north of Shaanhai, built by British enterprise, these British subjects, the *Mercury* reports, could not pass Shanhai without a Russian passport, and this was only granted them by special favour, and after their being able to prove satisfactorily that they had not the remotest connection with the British military authorities.

A circular has been issued by the newly started Stock Exchange at Shanghai to members on the subject of Sharebrokers' commissions. It reads: "Upon the requisition of ten members, an extraordinary general meeting of the Association is called for 5 p.m. on Monday the 12th inst., to consider and, if approved, to pass the following Resolutions:—That on and after the 1st of Sept., next, the scale of brokerage be altered as follows:—Hongkong and Shanghai Bank Shares 1 per cent. from seller and 1 per cent. from buyer. All other Stocks and Debentures 1 per cent. from seller and 1 per cent. from buyer. Stocks bought from Hongkong 1 per cent. from buyer." The circular is signed Geo. D. Scott, Secretary.

The following paragraph is from *Truth* of the 11th inst.:—German competition has to be faced in almost every kind of trade nowadays, and even so comparatively unimportant a business as the supply of English newspapers and magazines to readers abroad is not exempt from it. From a letter that I have had from Messrs. W. H. Everett & Son, the well-known agents, it would seem that this is a branch of business in which German Postmasters are particularly enterprising. For example, the firm incautiously used a postcard in replying to a correspondent in Germany who asked for the rate of subscription to an English provincial newspaper. The result was that the Postmaster of the German town read the postcard and at once went to the addressee and booked the order for the paper. At Shanghai—to give another instance—the German Post Office sends circulars to residents of all nationalities undertaking to supply any European publications, and though the prices charged for *Truth* and other journals are really in excess of those for which they can be procured from home through other channels, there is such a universal and profound faith in German cheapness that this fact is often overlooked. If the German Government allows its postal servants to act as newsagents, English firms must do the best they can to meet this rivalry, but they will evidently be wise not to communicate with customers on postcards.

Writing to the *Times* last month, Dr. Warre, Head Master of Eton, protests against the development of Henley Regatta into an international affair, and asks that, in accordance with the wishes of the original founders, competition should be limited to the United Kingdom. He says:—"I do not wish that this should be done out of any selfish fear lest the prizes in question should go to foreign lands, for I feel convinced that we are good enough to hold our own. But I do most earnestly desire that our amateur oarsmanship may be preserved from the deadly inroad of professionalism, which is already making a business of so much that ought only to be a pleasure and threatens to crush the life out of the sports of 'merrie England.'" Mr. R. C. Lohmann wrote on the 10th ult. to express his entire agreement with Dr. Warre. He puts the case thus:—"Under ordinary circumstances we can regard the rowing there as a pleasant pastime, but if we are to be faced year by year with a foreign crew trained through a prolonged period with the sole object of competing at Henley we shall have to revise our methods and shall be forced, in view of the international issues involved, to make rowing a serious business instead of an amusement. Thus our rowing will tend to become 'professionalised,' and Henley itself will lose all its charm in the atmosphere of overstrained and unhealthy excitement produced by international competition."

H.M.S. *Dido* went into dock yesterday morning.

H.M.S.S. *Eclipse* and *Daphne* were still at Amoy on the 10th inst.

The British transports *Itria* and *Muttra* arrived from Calcutta yesterday.

One fresh case of plague and two deaths (Chinese) were reported during the 24 hours ending at noon yesterday.

We regret to announce the death of Mr. Olly Lang, son of Admiral Lang, of typhoid fever, at Swatow on the 12th inst.

We are informed that Mr. Robt. Cook, assistant manager, Kowloon Dock, is still seriously ill. His many friends wish him a speedy recovery.

The Hon. Treasurer of the Alice Memorial and Netherlands Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Colonial Government... \$300

C. M. ... 5

Among the arrivals yesterday morning by the s.s. *Kwonglee* was Sergeant Matos, of the Macao Police Force, who proceeded to Shanghai the other day in order to convey the youth Rosario, charged with forging a cheque on the Hongkong and Shanghai Bank, to Macao, where he will be tried.

A curious story has reached us. Three ex-naval men were practically engaged by the Captain Superintendent of Police to augment the gradually diminishing force of European constables, and had only to pass the doctor's examination before being sworn in. They appeared before the medical man, and the examination being over, they were, according to the regulations, to be vaccinated. This apparently alarmed them, for they resolutely refused to undergo the ordeal, left the doctor, and have not been heard of since. However, it is rumoured that other reasons, such as doubt as to the wisdom of the step they contemplated in entering the Hongkong Police Force, were the cause of their sudden retirement, and that the objection to vaccination was only used as a means to the desired end.

Lord Charles Beresford will in the ordinary course return to England in February next on being relieved of his duties as second-in-command of the Mediterranean squadron.

The English Ordnance Department will probably ship out during the next six months a sufficient number of the new 10-pounder guns to permit of the re-arming of Mountain Batteries in India. A large number of Maxim guns are also expected, as each regiment of Infantry in the Indian field army is to receive two machine guns.

A vigorous criticism of the troops of nations other than Germany appeared recently in the *Ostasiatische Lloyd*, in the course of which very uncomplimentary remarks were made of our Indian troops with their effeminate appearance and lack of muscle. A Tientsin correspondent writes pointing out that if all that was at any rate amusing to read of the unbecoming condition of the Indian troops, who managed so easily to pull over their Russian and other rivals in the "tug-of-war." Probably the German writer's eye-sight was not good enough to enable him to distinguish between troops and camp-followers; at least it is charitable to suppose so.

DISASTROUS HOUSE COLLAPSE AND FIRE.

About 10.45 last night house No. 3, Cochran Street collapsed, causing a conflagration which gutted the adjoining building. It is estimated that at least a dozen persons were buried under the ruins of the building—one of whom was a woman, another presumably a child judging by the cries heard.

A number of Chinese passing at the time of the collapse were buried under the debris falling on to the street. Three dead and one wounded have been unearthed.

The cries of the unfortunates were heart-rending, and the Fire Brigade men worked like Trojans to rescue the victims, but necessarily had to work slowly and carefully, as a number of beams were only supported by a stone pillar, forming an arch, under which, buried among the lighter debris, the victims were imprisoned, and any careless removal of the posts and stones would have caused the whole to give way and crush the unfortunates to death.

A gang of coolies was sent for to expedite the removal of the debris and the rescue of the victims.

At the time of going to press, three men and one woman, besides those before-mentioned, had been removed from the ruins and sent to hospital.

The cause of the collapse is supposed to have been due to the recent heavy rains, which soaked and undermined the flimsy structure that it collapsed under its own weight.

SUPREME COURT.

Wednesday, 14th August

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR A. G. WISE (ACTING CHIEF JUSTICE).

APPLICATION FOR HABEAS CORPUS.

Mr. E. H. Sharpe, instructed by Mr. Monney, applied to His Lordship for a writ of *habeas corpus*, to be served on the Superintendent of Police of this colony, to produce the body of one Leung Kua Yau, alias Leung A. Su, who is at present detained by the police under a order of banishment from H. E. the Governor.

Mr. Sharpe in explanation of his application stated that his client after serving a six weeks sentence for larceny was detained by the police under an order for banishment for five years. The order was presumably issued under Section 3, Banishment Ordinance of 1882, and an amendment to said Ordinance, contained in Ordinance 4 of 1885, section 1.

Counsel further stated that the police had been applied to for a copy of the order of banishment, but had refused to give one.

His Lordship—Refused.

Counsel—Yes, your Lordship.

His Lordship—I suppose they ignored your request?

Counsel—No, your Lordship. We have received a letter from the Captain Superintendent of Police (reading letter) wherein he flatly declines to let us have a copy of the order. As we have not seen a copy of the order, I only assume the order was granted according to the Banishment Ordinance previously alluded to, and if that is the case, the order is illegal, as the man to be banished under this order is a British-born subject, and consequently such order could not be issued. The Banishment Ordinance says that the Governor in Council has power to prohibit anyone not born a British subject from residing in the colony. Now my client was born on the 26th March, 1878, at Hongkong. He has always lived here, his mother was born here, and his father, grandfather, and great-grandfather are buried here.

His Lordship—Do you contend that the man is a British subject?

Counsel—Certainly, Your Lordship. He is a naturally born subject of His Majesty the King. His Lordship—if a Frenchman was born in London would you consider him to be a British subject?

Counsel—Yes, Your Lordship, if the Frenchman's parents were domiciled in London. Now our client's people have been domiciled here for the past three generations; there is no doubt of this whatsoever.

His Lordship—Where is the order for banishment?

Counsel—That is the trouble, Your Lordship; we have been unable to obtain a copy of the order. We applied for it, but were refused by the Captain Superintendent, nor did he give any reason for his refusal.

His Lordship—He need not give a reason.

Counsel—I know, Your Lordship. There have only been two cases of this nature during the past eighteen years. If no reason is given, the order cannot be legal.

His Lordship—We must have the order. Your reasons are just. We will make the writ returnable on Saturday morning next at ten o'clock. Your man is in goal?

Counsel—He is in police custody, within the prison premises.

His Lordship—He is safe then.

Counsel—He is allowed to walk around in custody of a Chinese constable.

His Lordship—Well, he can't get away then. All right, make the writ returnable for Saturday next.

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Addressing the meeting His Excellency said:—Gentlemen, I have asked you to meet me here to-day in consequence of the receipt of an invitation from the Secretary of State in the shape of a despatch—published in the *Press* and which no doubt you have all read—urging the outlying portions of the Empire to contribute to a monument to be erected in London to our late well-beloved Sovereign, Queen Victoria. I will call your attention to the last paragraph of the despatch, in which Mr. Chamberlain says:—"In making this request, I do not forget that many Colonies will desire to have their local memorial, but I am led to believe that they will also wish to be distinctly and separately represented in the commemorative monument which is intended to perpetuate in the heart of the Empire the glories of Her late Majesty's reign, and the loving esteem in which she was held throughout Her dominions." Now, in pursuance of that invitation, I have asked you to meet me here to-day for the purpose of initiating a movement in Hongkong in the shape of a contribution to this great central monument to our great dead. This invitation comes timely when the first great burst of sorrow over the loss of our dear Queen has passed, and men begin to think calmly and dispassionately how best to commemorate the memory of the great Queen under whose reign we have all been born and under whose rule we have seen England spread her wings of empire, until her flag floated over every quarter of the globe, and her dominion embraced one quarter of the human race, who enjoy to a greater extent than any other people the priceless blessings of individual liberty. Of all the products of that wonderful century, in which we have seen the science, commerce, and industry of the world advance with extraordinary rapidity, the most beautiful has been the advent of a great monarch who at the same time has been a great and good woman—a monarch who has been acknowledged as a pattern for all time as a wise ruler of a free people—a woman whose blameless character will be cited through future ages as a pattern to be followed by every good woman who wishes to fulfil her womanly duties faithfully in every sphere of life. From

the moment when, as a young and trembling girl, she turned from the kneeling nobles who announced her accession, and sought in instant prayer for strength to bear faithfully the burden of her stupendous responsibilities, until at length, full of years and the honours of a world-wide admiration and reverence, she sank to her peaceful rest, Queen Victoria never wavered in her worthy of admiration of loyalty, and her watchful care over the welfare of her people. When, in the early part of the last century, every throne in Europe rocked with the upheaval of the times, the waves of rebellion broke harmlessly against the throne of Queen Victoria, enshrined as it was in the hearts of her people. The fierce light that beams upon every throne in her case only served to show more clearly those exquisite beauties of truth and purity and justice and goodness. Great queens there have been—Semiramis, Cleopatra, Isabella, Catherine—to whom adjectives can readily be applied, but down the ages, when the personal love of those who lived in her generation is removed and the historian of the future examines the facts of the present with calm and critical impartiality, the name of Victoria the Great will be accepted as the embodiment of all that was most noble among the noble, of all that was most worthy of admiration of loyalty, of her reverence, of love, among the mightiest monarchs of all time. (Applause.) To such a monarch it is right that such a monument should be raised in the heart of the Empire as will vie with any other monument erected to the greatest of the world's rulers, and it is right that every portion of this vast Empire should contribute towards its erection. In this common contribution I have no doubt whatever that the community of Hongkong will bear a fitting part. Never has Hongkong been so united to its mother as it is to-day, and in this case we are asked to mark our sense of the great and beautiful character of the great Queen whose name has to us been a household word, and under whose will and past rule men of all races have enjoyed the blessings of freedom, of justice, and of equality before the law. No feeble words of mine can commend to you as strongly as I could wish this proposal to contribute, but I have the motor in your hands, in the full assurance that the contribution from Hongkong will be worthy of this important and prosperous Colony. (Applause.)

The next speaker was Sir THOMAS JACKSON, who said:—Your Excellency and gentlemen, it has devolved upon me to move what I believe is the only resolution to be placed before the meeting. Before doing so, however, I should like to remind all present that the memory of our beloved Queen has particular claims upon Hongkong. Hongkong has the highest honour to do for her, and it is a privilege to be able to do so. The Queen Victoria came to this throne, and this city was called after herself—Victoria. There have been many more accessions during her reign, but I don't think if in any of all the vast acres—thousands of acres, thousands of square miles—there is one spot that prospered more during her reign than this little colony of Hongkong. Therefore I think Hongkong ought to be well to the front in giving its tribute towards this costly monument to be raised in the heart of the Empire. Palace in London, and I am glad to say that there is only one opinion in this colony about the matter. I am sure that many of our friends other than British who have participated in the prosperity of this place will only be too glad to help us in the matter. I do not think I can well add anything to the eloquent words His Excellency has just given expression to, and I shall therefore confine my remarks to the moving of the resolution, which is as follows:—That, according to the wishes of the Secretary of State contained in his despatch of the 10th June last, subscription be raised in Hongkong in aid of the Memorial to Her late Majesty Queen Victoria; and that the following Committee be appointed to make arrangements for raising such subscription, viz:—His Honour A. G. Wise, Hon. J. H. Stewart Lockhart, C. M. G. (Hon. Secretary); Sir Thomas Jackson, and Hon. C. P. Chavry, C. M. G. (Hon. Treasurer); Hon. J. J. Bell-Irving, Hon. Dr. Ho Kai, Hon. T. H. Whitehead, Hon. J. J. Thurhurs, Messrs J. J. Francis, E. C. Fung Wa Chuen, Ho Fook, H. M. Metha, H. N. Medley, D. M. Jones, W. Coote, H. A. Ritchie, A. J. Raymond, B. Shaw, and A. G. Wood.

In seconding the Hon. J. J. BELL-IRVING said:—Your Excellency and gentlemen, the honor of this resolution is a privilege, and I am sure you will have seconded this resolution, and I am sure you will all regret to hear that owing to indisposition Mr. Chavry is unable to be present. I therefore, in his absence, have very much pleasure in seconding the resolution proposed by Sir Thomas Jackson, and feel sure that it will appeal to all residents in this colony. (Applause.)

Speaking for the Chinese, the Hon. Dr. Ho Kai said:—Your Excellency, I have very much pleasure in supporting the resolution just proposed by Sir Thomas Jackson and seconded by Mr. Bell-Irving. I am sure, so far as I can speak, that the Chinese community in the colony will be only too happy to assist in the scheme, and will contribute very gladly what ever they can to the memory of a Sovereign whom they were accustomed to regard with admiration, with reverence, and with respect. I do not think there is any class of subjects who appreciate the goodness of our late beloved Sovereign, Queen Victoria, more than the Chinese in Hongkong, and I feel confident that when the subscription list goes forth among them they will prove their respect and admiration of our late beloved Sovereign by the amount of their contribution. I have very much pleasure in supporting the resolution. (Applause.)

His Excellency the Governor then put the resolution to the meeting, and said:—Gentlemen, you have all heard the resolution that has been proposed by Sir Thomas Jackson, seconded by the Honourable Mr. Bell-Irving, and supported by the Honourable Dr. Ho Kai. Those in favour of the resolution will kindly hold up their hands.

The resolution was carried, nem. con.

Before dismissing the meeting, His Excellency said:—Gentlemen, I will only add one remark, and that is that I hope this Committee will expedite their labours in this matter as much as possible, so that the contribution from Hongkong shall be sent home as quickly as may be. I think it is a great thing; whatever the Committee decide to send it early, as the amount may to a certain extent enter into the calculations in connection with the arrangements for this great memorial. As you will have noted in reading the despatch from the Secretary of State, the contribution coming from each colony will be devoted to a considerable extent in securing for the great monument that is to be erected a separate representation of that colony as one of the component parts of that great memorial, and I have no doubt, whatever that that separate representation will be worthy of Hongkong. I only hope that whatever artists are called upon to carry out the grand idea of the central monument, they will be equal to the occasion, and if they are, an auspicious part in providing the necessary funds. (Applause.) That is all, gentlemen. Thank you very much for your attendance here to-day. On such a very bad day, this is a very good attendance indeed.

The meeting then dispersed.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

GENERAL NEWS.

London, 13th August, 7.45 p.m.

THE LATE EMPRESS FREDERICK.

The Empress Frederick's funeral took place to-day. Count von Waldersee carried Her late Imperial Majesty's crown.

G.C.B. FOR COUNT VON WALTERSEE.

King Edward has invested Count von Waldersee with the Military Grand Cross of the Order of the Bath.

"OPHIR" AT DURBAN.

H.M.S. *Ophir*, with the Duke and Duchess of Cornwall and York on board, has arrived at Durban.

HONGKONG AS A COALING STATION.

The Bill brought forward in the House of Commons by Captain E. G. Pretyman M.P., Civil Lord of the Admiralty, with regard to Naval Works, provides for coaling facilities at Hongkong.

A SHANGHAI CASE.

Mr. I. Pollak, of Shanghai, has obtained £1,500 damages for commercial services against the Yangtze Corporation.

THE MARKETS.

Copper is dearer. Cotton shows a slight advance in Manchester and American goods. The demand is principally Eastern.

REUTER'S SERVICE.

London, 12th August.

ENGLAND AND CHINA—THE DELAY IN NEGOTIATIONS.

The delay in the signing of the Protocol is due to England objecting to Powers with microscopic commercial interests enjoying an equal voice with herself on the proposed international tariff revision commission.

London, 12th August.

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Lord Cranborne states that Count Lamsdorff, Russian Minister of Foreign Affairs, has informed Sir Nicholas O'Connor that the Tibetan mission to Russia has neither political or diplomatic significance.

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THE INSANITARY CONDITION OF HONGKONG.

II.—(Continued.)

Mr. Chatham next alludes to Markets, and he refers to the Central Market as a monument to official enterprise and energy. It is a fine building—though a few windows have been forgotten—and they have not only one but several equal to it both in Singapore and Shanghai. The Central Market here is most unrepresentative, and we need not one only but half-a-dozen in place of the few miserable little squalid ones in other parts of the colony. Mr. Chatham omits to refer to the amount of pressure it took to move the Government to provide suitable markets adapted to the needs of this rapidly-increasing community.

The Colonial Veterinary Surgeon in his report for 1899 gives some striking facts, especially in the matter of dates and incomes. He said:—

In previous reports, I have from time to time pointed out the urgent necessity of providing increased market accommodation, but as yet without any result. I therefore proceed to give a few figures which I think should go far to further substantiate my reason for so doing.

In 1858, the Central, Western, Eastern, Tai-pingshan, Wanchai, and So-moo Markets were erected. To these were added the markets of Saiyungpoon in 1864, and of Shokkappa in 1875, being an increased accommodation of 98 stalls, the rebuilding of the Central Market in 1893 giving a further increase of 41 stalls, or a total of 139 more than in 1858. But during this period—

from 1859 to 1899—the Eastern and Tai-pingshan Markets of 68 and 74 stalls respectively, were demolished, thus showing a loss of 142 stalls to the total market accommodation of the City of Victoria during the last forty years, although in that time the population has increased from 40,780 in 1859, to 108,300 in 1899, and the revenue from markets from \$26,077.50 to \$80,901.38.

I believe the cost of erecting the Western Market in the first instance did not exceed \$30,000, yet during the last year the revenue derived from its stalls alone amounted to no less than \$23,485.64.

Mr. Chatham refers to the Slaughter-House "unimproved anywhere." It took the Government exactly thirteen years to build this, and then only after Mr. Chadwick had again insisted on it. The Colonial Veterinary Surgeon in his Report for 1899 pointed out:—

Shanghai and Aberdeen.—No proper slaughter-house has yet been provided for either of these two places, although Section 8 of Ordinance 17 of 1887 reads that "a sufficient number of fit and proper slaughter-houses to meet the requirements of the colony shall be provided by the Government." I am sure the attention of the Board to this matter as far back as 1899 in my Annual Report.

This he repeated in his Report for 1900, and further pointed out in connection with the "unimproved anywhere" slaughter-house that:—

Since the erection of these buildings six years ago at a total cost of \$1,018,000—including preparation of site, technical building, retaining walls, landing wharf, and Inspector's quarters—they have returned in fees, after paying all working expenses, the handsome net sum of \$239,047.00. The two additional inspectors asked for were, however, not granted.

"The expenditure under this heading," says Mr. Chatham, "from 1883 to 1900 has been \$583,137," which is equal to \$34,202.30 a year, to a population of about 300,000, not including the numerous ships of war and merchant vessels which continually use the market. What does Mr. Chatham think of this in comparison with the income of \$239,047, which, of course, should be devoted to maintenance, extension, improvements and new slaughter-houses!

In neglecting to build more markets and slaughter-houses, which this officer points out are required, the Government is not only ignoring profitable sources of revenue, but tending to increase the cost of food.

The Acting Director of Public Works in answering the complaint of the Petitioners as to the Government neglect in providing latrines, naively remarks that "the provision of these conveniences has not been entirely neglected" [the italics are mine] and he gives certain information which shows that the Government has actually provided nine latrines for a population of 280,000, most of whom are Chinese.

Mr. May also provides a page on latrines, the only portion of which need be referred to in his statement concerning the Leighton Hill latrine. To give an idea of what Mr. May considers to be a truthful statement, I append the following:—

Mr. May. In 1897 the Board made formal application that sites for 13 latrines be reserved in the reserved area of Tai-pingshan in accordance with the approved plan for the laying out of the area.

These sites are still reserved, but owing to the fact that very little of the reserved area has been taken up for building purposes only one of the latrines has been built.

The Board asked at the same time for a latrine to be erected at Leighton Hill. It was erected in 1899. They also asked for a latrine near Ship Street and for one at Tai-ko-tai.

The former was built (after the necessary formalities had been complied with) in 1899 and the latter, which took the form of a small building, pending the further development of the village, in 1899.

In 1899 the Board recommended the erection of 3 latrines. Provision was made in the Estimates for 1899 for two latrines and two were erected during the last year as shown above.

It will be noted that Mr. May forgets to mention that the latrine in his third paragraph replaced other. This is one of numerous instances of the suppression of the truth in the Memorandum.

In the Government's analysis of the Report prepared for Mr. Osborne and presented at the

last Sanitary Board-meeting it is consoling to note that "\$10,000 for additional latrines is to be inserted in the Estimates for 1902." Why this sudden burst of unselfishness (I) extravagance?

In the matter of Roads Mr. Chatham discreetly says little and Mr. May, *ut supra*, is altogether silent. What Mr. Chatham says, is, however, gratifying, for it is evidence again that the question of roads, not their condition, does come with the scope of official responsibility. Now can the Acting Director of Public Works for a moment put aside his official mask and conscientiously state—before a Justice of the Peace—

(1) whether there is a road on the lower levels worthy of the name? (2) That if there be it is kept in a condition in any way equal to a road at Singapore, Macao and even Shanghai? (3) That although the traffic on the lower levels is almost entirely limited to jinrikishas and bicycles the main roads are in an abominable condition, and in wet weather several are absolutely dangerous. Seeing that for years past the P.W.D. has never been able to keep in fair condition the very few roads it possesses, the Government might reasonably include in its 1902 estimates the cost of an engineering department to Singapore and Macao to learn how roads are really made and kept. The doctors, dentists, and "ricksha-repairers" would probably protest, but their opposition could be overcome with firmness.

Under the head of Miscellaneous Sanitary Works, the Acting Director of Public Works writes:—

In addition to the works already described, several others of minor importance have been carried out. They include 10 public latrines, 20 tanks for washmen to carry on their operations in, under satisfactory conditions, a Vaccine Institute, and a Disinfecting Station, the combined cost of which amounts to \$33,081.

Any one acquainted with the villages of Tai-ko-tai, Mong-ko-tai and Fan Tuen Heng as they existed six or seven years ago, would find difficulty in recognizing them again to-day. It may safely be asserted that a revolution has been wrought in these and other villages.

Mr. Chatham omits to mention that the small row of cottages erected as Public Laundries came into existence just nineteen years after Mr. Chadwick recommended them; and further that the Chinese reasonably declined to use them owing to want of water which was constantly failing, a necessity for which the Government absent-mindedly made no regular provision for. Then the Government draws attention to the condition of the villages. Surely we were not supposed to erect insanitary villages; the Government apparently congratulates itself because it did not!

The Vaccine Institute is generally not working, and during epidemics of small-pox the Saigon serum was used by medical men. Was not the disinfecting station also needed?

Mr. May seems to have had a hand in the next paragraph, or perhaps the Editor-in-chief thought it time to assert himself. As this will be dealt with elsewhere it need only be mentioned that the "elastic revenue" which prohibited "back alleys and the formation of a Fund to carry out large Sanitary Schemes" did not prevent the Government from increasing the military contributions or their own salaries. The present "care to provide public lanes" is evidence that the Government on this, as on other matters, is waking up to its past neglect.

Mr. Chatham alludes in glowing terms to the Tai-pingshan Resumption, and apparently claims this enterprise on behalf of the Government. I refer him to the speech of the Supt. of Police of 1894 given previously. If evidence could be taken in this matter there is little that Government could congratulate itself over. The place was formerly a hotbed of disease, paying a hundred per cent, and was winked at by the Government for years, and was only resumed by the Government through fear of the ultimate consequences and the emphatic pressure of public opinion. The Public lanes are to be thanked for this improvement, not the Government, and a reference to the newspaper files of that period will abundantly convince one of this.

Mr. Chatham's concluding statement that the Government has done everything possible in the way of the sanitary improvement of the colony is not in accordance with the official statements quoted in the Petition and the repeated pleadings of the Medical Officer of Health, supported by the unanimous opinion of the medical men of the colony. It may convince Mr. Chamberlain, but it will not satisfy this community, who in spite of the flexibility of the Government's conscience and its apathetic indifference will get what they require. Ample evidence has recently been afforded of the Government's alarm on this score.

In concluding his part of the book, Mr. Chatham, who unblushingly appends his signature, says:—

In conclusion it will be well to summarize the expenditure on the works mentioned during the past 13 years:

Waterworks \$2,130,963
Drainage and Sewerage Works 1,277,839
Markets, &c. 584,137
Public Latrines 42,470
Miscellaneous Minor Works 38,081
Tai-pingshan Resumption and Improvements 925,973

Total \$4,745,522

These figures are no doubt very impressive; they represent an enormous expenditure, much waste, and a vast amount of public dissatisfaction. Deleting the items Waterworks and Tai-pingshan Resumption, the real expenditure on Sanitation during the past 13 years is \$1,691,569; not against the income, and compare it with over the past and present Sanitary requirements of the colony, together with the revenue of the Government for that period. It means an annual expenditure on Sanitary works for the 13 years of \$32,864, and the surplus revenue for the year 1901 is estimated at a million!

SCRUTATOR.

(To be concluded to-morrow)

POLICE COURT.

Wednesday, 14th August.

BEFORE MR. HAZELAND.

POSSESSION OF COUNTERFEIT COIN.

Lan Kiu Cheung, collector on the Yau-mat ferry launch *Cheung Cheung*, was charged by Lance-Sergeant Detective R. Smith, No. 35, with being in possession of 682 counterfeit coins, to wit, 634 five-cent and 48 ten-cent pieces.

Lance-Sergeant Smith stated that on the 2nd inst. he went on board the steam launch *Cheung Cheung* at Praya West. As he stepped aboard he asked for the collector and was told he was down in the cabin. Witness went down to him and asked him how much money he had collected for the Ferry Boat Company. He put his hand into his left-hand jacket pocket and pulled out about four dollars. There was also some money belonging to the Company, in all \$5.20. Witness then asked defendant if he had any more, and upon the latter replying no, witness searched him and found in his right-hand jacket pocket 35 Hongkong and one Chinese counterfeit five-cent pieces. Witness next asked defendant if he had a box; he answered no. The detective then took two keys from defendant's waist. He found a locker contained in a seat and opened it with one of the keys. He found therein 538 Hongkong five-cent pieces wrapped up in packages. The whole of the money found in the locker was counterfeit. As soon as witness opened the locker defendant called out, "This had money does not belong to me; it belongs to my friend."

Witness then seized the money, both good and bad, and arrested defendant.

The next witness, a Chinese constable, practically corroborated first witness' evidence. The Magistrate asked for evidence as to having examined the money and found it to be counterfeit.

His Worship transferred the case to the Supreme Court for trial.

Mr. Wilkinson, who appeared for the defendant, reserved his cross-examination.

BEFORE MR. KEMP.

OBSTRUCTING PASSAGE WAY.

Fung Mak was charged with unlawfully anchoring his brick boat alongside the landing-steps of Blake Pier and thereby obstructing the free access to the latter. He was fined \$5 or fourteen days hard labour.

UNLAWFUL POSSESSION OF ARMS.

There were two cases of unlawful possession of arms, viz., one pistol and a dagger, and one revolver and fifteen rounds of ammunition. The arms were ordered to be confiscated.

ILLEGAL CAPTURE.

L. S. George, No. 49, captured at No. 43 Tsat Tsai Street, 63 tools of raw, 272 drops opium, scales, strainer, in fact a whole opium refinery outfit.

There were an old woman and two men in the case. The woman at first pleaded complete ignorance of how the opium got into the house, and then said that one of her lodgers brought it there. The two men said they simply lodged with first defendant and knew nothing of the opium.

The woman was fined \$500, or in default three months hard labour, while the two men were discharged, the evidence against them being insufficient. The woman being unable to pay the fine had to go to gaol.

UNIVERSAL TRADING COMPANY, LD.

The following is the report of the general manager for the year ending the 30th June, 1901, for presentation to the shareholders at the first ordinary annual meeting of the company to be held at the Registered Office of the company, 4, Des Voeux Road Central, on Saturday, the 17th August, at noon:—

Gentlemen,—I have the pleasure to submit to you the report and statement of accounts for the year ending June, 1901.

The net profit for that period amounts to \$43,187.18. After deducting the interim dividend of 30 cents per share paid on the 21st January last, there remains a sum of \$28,187.18 which is proposed to deal with as follows:—

To pay a dividend of 75 cents per share on 6,200 shares at \$20 fully paid up \$4,050.00
and 30 cents per share on 43,800 shares at \$5 paid up 13,140.00
place to reserve fund 10,000.00
carry forward to next year 397.18
account \$28,187.18

When the Company was established, I undertook there will be no charge made for management during the first year, and it will be noticed, I accordingly forego my remuneration for that period.

The accounts have been audited by Mr. W. Hutton Potts, who offers himself for election.

ELLIS KANDORRE,
General Manager.

Hongkong, 13th August, 1901.

The following are the accounts for the year ending 30th June, 1901.—

BALANCE SHEET.

LIABILITIES.	
Capital—	\$ c.
6,200 shares at \$20 fully paid up	124,000.00
43,800 shares at \$5 paid up	219,000.00
	343,000.00
Sundry creditors	15,000.00
Balance of profit and loss	28,187.18
	\$372,371.28
ASSETS.	
Loans	342,371.28
Hongkong Trading Corporation	25,384.97
Sundry debtors	606.03
Furniture	8.20
Cash on hand	372,371.28
	\$372,371.28

PROFIT AND LOSS.

Charges	\$ c.
Furniture account depreciation	85.40
Interim dividend	15,000.00
Auditor's fee	28,187.18
Balance	\$46,562.22
Interest on loans	46,242.22

LATEST STEAMER MOVEMENTS.

The steamer *Catherine Apear*, from Calcutta, left Singapore for this port on the 14th inst. p.m.

The N.P. steamer *Olympia* arrived at Tacoma from Japan and Hongkong on the 12th inst.

BRITISH NORTH BORNEO COMPANY.

The report for 1900 states that the total receipts for the year on revenue accounted to £23,680. The expenditure for the year amounts to £24,203 on revenue account in Borneo and £4,275 for home expenses. These figures show that the receipts of the year exceeded the expenditure by £21,602, but on the other hand an amount of £13,132 has to be taken into account for depreciation, &c., less adjustment of exchange £597, calculated at the current rate of 2s. 1d. per dollar. There has been a net expenditure on capital account in 1900 of £103,339, including a sum of £4,323, being proportion of salaries, subject to statement, amount to £13,389. The Court regret to have to announce that, owing to his advanced age, Admiral of the Fleet Sir Henry Keppel, has felt compelled to resign his seat on the Court.

THE NEW RUSSIAN MINISTER TO PEKING.

M. Paul Lessor, left the Russian Embassy in London last month for St. Petersburg, on his way to his new post at Peking to succeed M. de Giers as Russian Minister to China. London Society and the Front at Brighton will be the poorer by a very notable figure, says the *Graphic*. M. Lessor is older, grayer, and the lines on his face are more strongly marked than when he made his first appearance in London during the stormy times of 1883, and was the guest of the gay in spite of the weight of his diplomatic responsibilities, but if his gaiety is now somewhat subdued, his place has been taken by a very attractive gentleness, and he has made a host of attached friends during the last five years of his residence in this city. He is, however, taking a post which will bring out all his great capacity for distinction, and we may look forward with confidence to his return among us some years hence in a more exalted position than that which he has hitherto held. M. Paul Lessor is 50 years old. He has shown that engineering is as good a channel to high performance in diplomacy as journalism. He is an engineer by profession, and was educated at the Ecole des Ingenieurs in St. Petersburg. It may be said of him that what Voltaire did for his country on the Amur, Lessor did for his greater effectiveness in Central Asia. He first accompanied General Skobelev to survey the sites of the new Asiatic railways.

In 1899 he joined General Kozlovoff as an expert in surveying and exploring the "Paroosman" country between the Caspian and Afghanistan. The work he performed at this period is historic, and the British Foreign Office found it necessary to devote an entire and separate Blue-Book to an account of his explorations. In February, 1895, he was sent to London on a special mission, as geographical expert to assist the Ambassador in the negotiations which accompanied the despatch of the Afghan Boundary Commission. He was the life and soul of those negotiations, and he was afterwards employed as a Commissioner to settle the boundary both at Zulkhar and at St. Petersburg. The Protocol, which was eventually signed in July, 1887, and which is epoch-making in the history of Anglo-Russian relations, in Central Asia, was chiefly his handiwork. M. Lessor was decorated, and made a Councillor of State, and was furthermore appointed Russian Political Agent at Buchara, where he laboured for years at the consolidation of Russian influence in Central Asia. In May, 1899, he was appointed to succeed M. Bouterlinck as Councillor of the Russian Legation in London. Owing to M. de Staal's increasing years he has taken a prominent part in the negotiations with the British Government, especially in regard to Turkey and China. He was Charge d'Affaires when the Newchwang Railway incident arose, and it was owing to his alertness that the dangerous episode was arranged in a friendly way, and was made the starting-point for the Anglo-Russian Agreement, in which the principle of spheres of influence in China was first adopted.

M. Lessor has made a very close study of the Chinese question, and there can be no doubt but that he will take a very prominent part in the work that has yet to be performed for the restoration of a normal state of things in the Far East. He knows the Asiatic, and he knows the Englishman, and he is in the habit of getting what he wants. From the Russian point of view his appointment is an ideal one.

THE FASHODA CONTROVERSY.

The *Times* Paris correspondent wrote on the 10th inst:—

The discussion over Fashoda goes on as furiously as ever. We have had to-day in the *Paris* an interview with Colonel Montell, President of the Chamber of Deputies, who explained to him in 1893 the plan of the occupation of the valley of the Upper Nile. This was done at the Elvisee in the presence of M. Delcasse. In 1894 he set out, but the scheme was ultimately abandoned. The responsible Ministers were M. Hanotaux and M. Delcasse. This simply confirms the fact already given in the *Times*.

The new point in Colonel Montell's declarations to-day is that he admits that if up to 1895 the scheme was legitimate, in 1896, when it was revised, it was known as the Marchand mission, it was utterly "inopportune," because England had already made known diplomatically her views that the execution of any such plan would be an unfriendly act. Thus Colonel Montell entirely confirms the legitimacy of England's indignation at the time. He says:—

"A conflict with England was virtually opened by the departure of Marchand expedition. On Government was aware of the importance of its act. Colonel Montell thinks that the reason France was not ready when the Fashoda question became acute is because she did not wish to be. It is interesting to find this well-known explorer so completely understanding, in spite of his Nationalist leanings, the English point of view."

The *Debate* sums up the controversy as follows:—

"The truth about Fashoda is, unfortunately, too simple and requires no revelation as to what the conflict of this or that person at a given moment. The country, or rather, the successive Governments during a fairly long period, undertook an enterprise without taking account of its importance, and consequently of the means required to carry it through. Not for a moment did they, apparently, suspect the infidelity of the country against which they pressed it. They fancied that they were procuring us the means for beginning a diplomatic conversation in an affair in which only force was in order. They

were completely blind to the gravity of the enterprise. Consequently when things were revealed in their true light, such was our want of preparation that 60,000,000 or 70,000,000 had to be hastily spent in rapid measures of defence, the efficacy of which was, happily, not tested. This decision, taken in one night, to spend 70,000,000, without the approval of Parliament by some persons represented as an heroic act; but how could one more ingenuously admit the surprise and disorder inevitably caused by a policy which, however, had been carried on for a long time? A grave fault, but one shared by a large number of men, was committed. These are the facts, and it is worth while looking them in the face, for in the future the same disorder and inconsequence will inevitably result in the worst disasters."

ROYAL WARRANT

HIS MAJESTY

KING EDWARD VII.

DEWAR'S PERTH WHISKIES

SPECIAL SPECIAL EXTRA WHITE LABEL.

H. PRICE & CO.

Hongkong, 15th August, 1901.

PIANO TUNING.

IF you VALUE your PIANO at all, you

should have it TUNED REGULARLY by

CONTRACT, and by EXPERIENCED

and TRAINED MEN ONLY, who are

employed by us.

THE ROBINSON PIANO CO., LD.

Hongkong, 16th July, 1901.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

STEAMSHIP "TAIFU," FROM CHEFOO.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED, Agents.

Hongkong, 10th August, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"DOMENEUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 12th instant.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

Goods not delivered after the 16th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 20th instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th August, 1901.

STEAMSHIP "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and from Havre, ex s.s. *Bayard*, and from Bordeaux, ex s.s. *Ville de Marseille*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M. TO-DAY, the 12th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 19th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 18th inst., or they will not be recognised.

All damaged packages will be examined on MONDAY, the 19th inst., at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 12th August, 1901.

INSURANCES

"L'URBAINE"
FIRE INSURANCE COMPANY, LD.
(Established 1838.)

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO.
Hongkong, 7th February, 1901.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED to ACCEPT FIRST Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO.
Hongkong, 29th May, 1895.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÜCKELMANN & CO., Agents.

Hongkong, 21st April, 1897.

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th May, 1892.

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1861.

CAPITAL £400,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Wm. MEYERINK & CO., Agents.

Hongkong, 18th May, 1900.

NORTHERN ASSUR

NEW ADVERTISEMENTS

WANTED.

AT QUARRY BAY, EXPERIENCED EUROPEAN FOREMEN AND OVERSEERS. Applications should be made in writing to the undersigned, accompanied by Copies of Testimonials.

BUTTERFIELD & SWIRE.
Hongkong, 15th August, 1901. [2069]

STEAM LAUNDRY COMPANY, LIMITED.
The Company is now in a position to Collect and Deliver at Private Residences. Customers who desire our man to call for their Washing will oblige by addressing the undersigned.

F. G. ALLEN, Manager.
Hongkong, 15th August, 1901. [2047]

THE HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.
ISSUE OF NEW SHARES OF \$10 EACH PAYABLE ON APPLICATION.

APPLICATIONS FOR \$9,000 New Shares will be received by the HONGKONG AND SHANGHAI BANKING CORPORATION, on or before 3 P.M., on the 27th of AUGUST, 1901, upon Forms which may be obtained either at the said Bank or from the undersigned.

JARDINE, MATHESON & CO., General Managers.
Hongkong, 15th August, 1901. [2071]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, the 16th AUGUST, 1901, at 2.30 P.M., at their Sales Room, 100, Queen Street, SUNDRY HOUSEHOLD FURNITURE.

Comprising—
TAPESTRY-COVERED DRAWING-ROOM SUITE, BEDSTEADS, TEAKWOOD OVERMANTLE, MARBLE TOP WASHSTAND, VIENNA CHAIRS, TEAKWOOD HATSTAND, CHEST OF DRAWERS, ELECTRIC LAMP, CROCKERY AND GLASS WARE, VASES, CARPETS, RUGS, BOOKS, MAGAZINES, HANGING AND CARRIAGE LAMPS, &c.

Also
Four PIANOS and One DAVISCOPE.
TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.
Hongkong, 15th August, 1901. [2068]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the above ports TO-MORROW, the 16th inst., at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LARRAIK & CO., General Managers.

Hongkong, 15th August, 1901. [2070]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TANSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIJIN MARU,"

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 18th inst.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 15th August, 1901. [17]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ATAKA,"

will be despatched for the above port on or about 15th September.

For Freight, apply to

SHEWAN TOMES & CO., Agents.

Hongkong, 15th August, 1901. [2066]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PEKIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 20th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 14th August, 1901. [1]

FOR SALE.

RACING YACHT "ERICA," designed by Mr. A. DENISON. Champion boat in Season 98-99, and winner of many prizes. Price \$300 complete with sails, new last year. Can be seen on application to

SECRETARY, REYCO, R.E. Mess.

Hongkong, 9th August, 1901. [2020]

R. J. REMBOLD.

FOREIGN AND COLONIAL STAMP DEALER.

No. 37, CANAL ROAD, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory reference.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. AGENTS WANTED.

15 to 25 per cent. Discount Allowed. [1395]

A ON & CO., PHOTOGRAPHERS AND PORTRAIT PAINTERS.

All kinds of Oil Paintings and Photographic Enlargements.

89A, TOP FLOOR, QUEEN'S ROAD CENTRAL.

Opposite to Chas. J. Gaupp & Co.

Hongkong, 20th March, 1901. [79]

NOTICE OF FIRM

NOTICE.

THE Business of MESSRS. TURNER & CO. in Hongkong has been transferred to the Undersigned, who will continue to carry it on under the same Name, Style and Title of TURNER & CO.

E. CHATTERTON WILCOX.

Referring to the above, Mr. HAROLD CHATTERTON WILCOX has been admitted a PARTNER in our Firm from this date.

TURNER & CO.

Hongkong, 25th July, 1901. [1874]

NOTICE TO MARINERS.

No. 367.

CHINA SEA.

DISCOVERY OF A DANGEROUS REEF TO THE EASTWARD OF THE GREAT YANGTZE BANK.

THE following Hydrographical Note by Lieutenant Commander W. O. LYNE, Commanding H. B. M. Surveying vessel Waterwitch, is hereby circulated for general information:

"Hydrographical Note."

"H. B. M. S. Waterwitch."

"Shanghai, 1st August, 1901."

"A coral patch on top of a volcanic pinnacle rising abruptly from the bottom lies in Latitude 32 deg. 07 min. 15 sec. N., Longitude 125 deg. 11 min. E. It extends about a quarter of a mile in NE. and SW. direction, and is about 60 yards wide; the least depth obtained is 18 feet, but less water probably exists."

"From the SW. extreme of the patch for a distance of 1 mile in a SW. by S. direction, extends a rocky ledge, the least water obtained on which was 17 fathoms."

"Very heavy overfalls and tide-rips were seen on the patch, and they extended about 1 mile NE. and 1 mile SW."

"The shoalest spots are apparently at the extremes of the patch. At the NE. extreme the sea was breaking occasionally, and it would probably break all over the patch with a moderate sea running."

"The overfalls and tide-rips should be visible from a ship for at least 1 mile and with a favourable light, the light-green colour over the coral patch should be seen from the same distance."

"There are depths of 27 to 30 fms., sand and mud, at a distance of about a quarter of a mile all round the patch, except where the rocky ledge extends, so the lead will give no warning until within the limit where the bottom becomes volcanic rock, corals and broken coral."

"This patch is probably identical with Costa Rica Bankers, reported in 1868; Socotra Rock, June 1866; Oryzium Shoal, Sept. 1900; Bombay Discovered Water, October 1900."

"Tidal streams run very strong over and in the vicinity of the rock, and they are of a rotary nature. The stream was running South 2 knots an hour when the Waterwitch was close to the patch."

(Sd.) **W. O. LYNE,**

Lieut. Commander.

By Order of the Inspector-General of Customs.

W. FERD. TYLER,

Deputy Coast Inspector.

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 2nd August, 1901. [2040]

CARTRIDGES.

NOBEL'S SPORTING BALLISTIFE.

Absolutely Smokeless and Water-resisting.

THE BEST NITRO-POWDER IN THE WORLD.

PRICE OF 12-MORE CARTRIDGES—

Loaded with With Powder

Powder only, and 1 oz. of Shot.

Primrose Cases \$5.65

Pegamoid Cases 6.25

Elector Brass Cases 6.90

5 per cent. discount on orders of 1,000 and over.

Apply to

WM. SCHMIDT & CO.,

Gunnmakers, Hongkong.

Hongkong, 27th July, 1897. [1369]

QUAN WAH & CO.,

DEALERS IN

ITALIAN MARBLE AND GRANITE

MONUMENTS.

DESIGNS & PRICES ON APPLICATION

at No. 1, Queen's Road East, Hongkong

Hongkong, 17th October, 1898. [1728]

A. LING & CO.,

FURNITURE STORE.

PLATED GLASS CROCKERY WARE

Also POORHAW LACQUERED WARE.

FURNITURE ON HIRE.

68, QUEEN'S ROAD CENTRAL.

Hongkong, 1st May, 1901. [1145]

NOTICE.

H. YERA'S STUDIO has been re-opened

at BEACONSFIELD ARCADE,

where the business will be conducted as usual from this date.

Hongkong, 9th August, 1901. [2023]

ATOMATIC MAUSER

PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES.

FIRING 10 SHOTS IN 2 SECONDS.

SIEMSEN & CO.

Hongkong, 3rd October, 1900. [75]

SIEN TING.

SURGEON DENTIST,

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 23rd September, 1891. [382]

AMERICAN SYSTEM

DENTISTRY

AT

No. 39, QUEEN'S ROAD CENTRAL—

GLADWICK KEW

(LATE OF POATE & NOBLE).

Hongkong, 15th September, 1899. [150]

RUINART PERE & FILS, REIMS

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Hongkong, 17th May, 1895. [1271]

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TERMS.—As usual.

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Hongkong, 9th August, 1901. [2026]

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Hongkong, 12th August, 1901. [2050]

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Hongkong, 9th August, 1901. [2025]

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TO LET.

NO. 1, STEWART TERRACE, the PEAK.
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Hongkong, 17th July, 1901. [1789]

TO LET.

GODOWN, No. 5A, DUDDELL STREET
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Hongkong, 5th July, 1901. [1682]

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Hongkong, 9th July, 1901. [1730]

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Hongkong, 25th July, 1901. [1867]

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Hongkong, 10th August, 1901. [2038]

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Care of A. S. Watson & Co., Ltd.
Hongkong, 1st August, 1901. [1935]

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HOUSE No. 3, LOWER CASTLE ROAD.
Apply to—
T. EDWARDS,
No. 22, Stanley Street.
Hongkong, 9th August, 1901. [2024]

TO LET.

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Apply to—
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Hongkong, 1st August, 1901. [1837]

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Hongkong, 14th August, 1901. [2060]

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Hongkong, 9th July, 1901. [1733]

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Hongkong, 29th July, 1901. [1897]

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Hongkong, 26th July, 1901. [1876]

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Hongkong, 13th July, 1901. [66]

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Hongkong, 20th September, 1900. [1868]

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Hongkong, 12th August, 1901. [1976]

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Care of Daily Press Office.
Hongkong, 8th August, 1901. [2011]

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SPORT AND ANECDOTE.

BY AN OLD FOEY.

THE AMATEUR ATHLETIC CHAMPIONSHIPS.

The championships of the Amateur Athletic Association, the leading organisation of its kind, were decided at Huddersfield on Saturday, and resulted as everybody expected in several American victories, and in some new champions being placed on the roll of fame. Some fifteen or eighteen months ago there was a motion introduced to the parent body with the object of restricting the right of entry to British subjects, or to those born in the United Kingdom of Great Britain and Ireland, but I am delighted to say that such a proposition was negatived and that our championship meeting is open to the world, provided the competitors can satisfy the governing body that they are not professionals. This may seem a curious way of stating the case, but really there is so much pseudo-amateurism that 75 per cent. of the runners nowadays would find it very difficult to prove the affirmative proposition—that they are gentlemen amateurs. However, I will leave this debatable point, and again express gratification that our championship meeting, like the Derby, the Queen's Prize, and other events, is open to all comers. If a man wins at this reunion, he is entitled to all the honours of a real champion—and there are so many farcical posers of this character that it is a pleasure to meet the genuine article. These races were established in 1866, and every year they grow in popularity. This July, as last, there were representative men among the competitors from America and France, and the Yankees took a fair share of the spoils, but they experienced one tremendous setback, to which attention must first be turned.

THE QUARTER-MILE CHAMPION.
In 1900 the holder of this title, Reggie W. Wadley, of the London Unity, was clean pumped out in his heat, and was beaten by four yards by H. W. Pridmore-Jones, of the London Athletic Club, who nevertheless only accomplished 52 4-5 secs. Yet in the final Pridmore-Jones had no chance with Maxwell W. Long, who, brown as a berry, and the model of a quarter-miler, won by no less than four yards in 49 4-5 secs. At the Paris Exhibition, Long ran the same distance slightly quicker, and returning to America he covered 440 yards on the straight track of the old Gutenberg race-course at New Jersey in 47 secs., while on a circular course he completed the same distance in 47 4-5 secs.—both these being world-beating performances, as the Yankees say. To the astonishment of some people, Maxey Long turned up at Huddersfield to defend his title. He had, however, only recently crossed the herring-pool, and after doing but little training near Buxton, was not fit for the contest. All the same, on paper he had such an advantage over Wadley that no one dreamed of the Unity man winning. In the final tussle, Long made the pace, and after covering 100 yards Wadley was ten yards to the lead, and at 200 yards he had but gained a yard or two. At 300 yards he began to make up leeway, and passing the pavilion Wadley took the lead. Long was surprised at this turn of affairs, but he could make no impression on Wadley, who seemed to have reserved a 100 yards dash for the last eighty yards, and he won a great race by a couple of yards in 49 4-5 secs., or the same time as last July, when Long was the victor. But Stamford Bridge, with its shaded long straights and its very fine cinder path is probably a second faster in the quarter than the Huddersfield track. By this I mean so fit, so strong, so speedy was Wadley that last Saturday he would probably have accomplished inside 49 seconds on the Stamford Bridge circuit. The men who have beaten 50 seconds in this race since 1866 can almost be counted on the fingers of the right hand, for they comprise the finest middle-distance men the world has ever seen, in the late Laurence Eugene Myers, the flying deer, Charles G. Wood, the Norfolk farmer, H. C. L. Tindall, a clergyman's son, himself a clergyman now, Edgar Chichester Bredin, an officer's son who was "plucked" in his military examinations, W. Fitzherbert, the famous rosy cheeked Cantab, Maxey Long, the New Yorker, and the greatest quarter-miler ever seen, and now lastly Reggie Wadley, who is a Lincolnshire man by birth, being the son of a farmer. He was the champion at both 100 yards and the quarter in 1899 and has many admirers among his friends up in highgate, which, I believe, is in London. Indeed at one time Wadley was so highly thought of that he was very nearly matched to run Downer, the negotiations going so far that Downer went into training; but the match was never ratified. Mr. Wadley was preserved for pure amateurism. He is a well-built, handsome young man, with bright eyes and a pleasant mouth. Last year he was considerably off his running, but this season he has been in remarkably good form, and deserves to be heartily congratulated on his astounding performance against Long who, it is said, intends to remain in England, and possibly join the Salford Harriers. Of course, Long was much disappointed, and at the invitation of the Crew Alexandra Athletic Club, Wadley and Long will run another quarter-mile race at an athletic festival in the Cheshire town on July 20.

THE ONE MILE RACE.
I was delighted to see the one mile fall to one of the University men, and that F. F. Cockshott, the Cantab, for a Cambridge man has not carried off this event since the first race in 1866, when the present Sir Charles Bonnet-Laves won in 4 min. 39 secs., which, however, was a great improvement on his university mile, 4 min. 58 secs. Several Oxford cranks, such as S. G. Scott, E. H. Fenson, B. R. Wine, and F. J. K. Cross have been mile champions of England, but the honour has at last fallen to Cambridge, and Cockshott has accomplished what such men as Alan Hunter and the Rev. W. E. Lutyns failed to do. Cockshott, it will be recalled, has won the mile race between Oxford and Cambridge for two years, as he scored by 15 yards in 1900 in 4 mins. 28 2-5

secs., while on March 29, the bitter day of the last Grand National Steeplechase, he ran the distance at the Queen's Club, West Kensington, in 4 mins. 26 4-5 secs., prevailing by ten yards from H. W. Gregson, of Christ's, with H. A. Brown, since one of the great wranglers, third. But last Saturday Cockshott triumphed easily by 20 yards in 4 mins. 21 2-5 secs., which shows that he is bound to win in America against Harvard and Yale, for I'll warrant they haven't a graduate "over here" who can beat 4 mins. 30 secs. The disappointment of the race was Manning, of Swansons, while young Shrub, of Horsham, had not the pace of the victor over this journey, for he finished with almost the dash of a Bacon. Indeed, save W. G. George, H. Wade, F. E. Bacon, and Hugh Welsh, no one has beaten the figures of the Cantab, who is a rattling runner. He is of greyhound build, and where he conceals his strength is a mystery to me.

OTHER EVENTS.
The 100 yds. race was taken by that squarely-built little dasher, A. F. Duffy, of Georgetown University, who is quicker into his best pace than any man I ever saw. Without being, a pretty runner, he gets over the ground, and finished in 10 secs. As I expected when I wrote you last week, we are still waiting for the 4-5 sec. man in this country. That queer-looking individual Alvin C. Kraenzlein, with the shock hair and the long split up legs, kept popping his pins over the hurdles in the 120 yds. with such dexterity that he again triumphed in 35 3-5 secs. Young Trafford, of Birmingham, ran a plucky race, but had no chance, and no hurdler over seen, not even Stephen Chase, also a Yankee, in his best day would have been able to extend the flying Kraenzlein. He is not a beauty to look at—but "my highs" he can hurdle some. The young American, W. W. Coo, jun., now of London, put the weight 45ft 5 1-2 in., and was unopposed, while J. B. Cleave, of Brasenose College, Oxford, captured the half-mile in 1 minute 59 3-5 secs., but I think he can beat that time, as it is no better—indeed, a shade worse—than he accomplished in the Varsity sports. For the fourth time in his career, T. F. Kiesel, the Irish hammer-hurler, gained the title of champion hammer-thrower, while no one, not even Kraenzlein, would oppose P. O'Connor, the Irish long jumper. That "little kid" from Horsham, Alfred Shrub, won the four miles run in the best time since the famous Dr. Munro defeated Bacon and others in 1895. The only other event which calls for mention is that silly race the two miles steeplechase, which Syd Robinson, of Northampton—like Shrub, a humble carpenter—captured for the third time since 1896.

THE 100 YARDS SWIMMING CHAMPIONSHIP.

To-day (Saturday) the race for the 100 yards swimming championship of Great Britain will be decided, and I hear from his relatives that an accident or ill-health can deprive little "Rob" Derbyshire of another victory, which will make his fourth successive win, although he has still to take the honours twice more after this season to equal the run of Jack Tyers. But J. H. Derbyshire is a speedier man than ever Tyers was, and we must not forget that he established the record 1 min. 0 1-5 secs. in a special attack on time at Manchester, in Nov., 1898. It is very strange, but everybody seems waiting for the one minute man for 100 yards in the water, just as they are looking for the flyer who will beat 10 secs. on the cinder path, and the miler who can lower the 4 min. 12 1-2 secs. of George over a mile. One is tempted to think that in our climate, at any rate, the limit of human power has been reached. When one remembers that the 100 Yards A.S.A. Championship used to be won in 1 min. 16 secs. or 1 min. 11 secs., it is marvellous to note that in his last three years Derbyshire has accomplished 1 min. 04 1-2 secs., 1 min. 02 1-2 secs., and 1 min. 1 sec. Just as it is necessary for a man to cover ten yards a second to do "evens" in the 100 yards on cinders, so it is compulsory for a swimmer to travel 5 feet every second if he is to swim 100 yards in one minute! Much as I admire the wonderful Derbyshire, I hardly expect him to do this. He has to overcome his own record by a couple of feet, and this is a lot to a man who has already strained every nerve. Last Saturday A. Jarvis, the Leicester wonder, again annexed the mile championship at West Kirby, in 25 mins. 13 4-5 secs. He, too, is a greater swimmer than Tyers.

ANOTHER RECRUIT FOR MACLAREN.
I hear that A. C. MacLaren has secured the services of John Tyldesley for his trip to Australia, and I am sure that no finer batsman could have been engaged. Up to last Saturday he had made 1,373 runs, and possessed an average of 45, being certainly the most consistent scorer in the Lancashire team. A little man of 5ft. 5in. he has been described as the Abel of the North, and I do not think this is an inapt description at all, for he is just such another run-getter. It would have to be queer bowling and a dreadful pitch on which Tyldesley could not get runs. He is a self-taught player who made over 150 runs in his second county match, and he has been hitting centuries ever since, including a brilliant 140 for the Players against the Gentlemen at Lord's last Monday. He can drive and cut as well as Ranji, and he can hook balls from the off round to leg and to the on as well as Jack Brown of England. As a felder at third man and in the country, Tyldesley has no superior, and it will be recalled that the Australians objected to him being chosen as reserve felder in 1899 when the Test matches were being played in England. And they were quite within their rights. Tyldesley never drinks, never smokes, and hardly ever talks. He is as modest as he is able, and I wish him the best of luck in the land of the bounding kangaroo.
London, 13th July.

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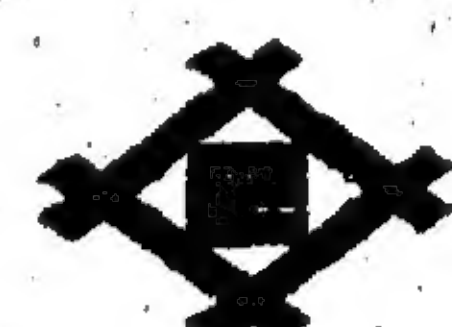
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LONDON	PELEUS	Brit. str.	2 m.	E. P. Martin, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON	STENTOR	Brit. str.	2 m.	E. P. Martin, R.N.R.	BUTTERFIELD & SWIRE	On 3rd September.
LONDON	BANCA	Brit. str.	2 m.	E. P. Martin, R.N.R.	P. & O. S. N. Co.	About 7th September.
LONDON	IDONEUS	Brit. str.	2 m.	E. P. Martin, R.N.R.	BUTTERFIELD & SWIRE	On 17th September.
LONDON	AAK	Brit. str.	2 m.	E. P. Martin, R.N.R.	BUTTERFIELD & SWIRE	About 15th September.
LONDON	CHETTER	Brit. str.	2 m.	E. P. Martin, R.N.R.	BUTTERFIELD & SWIRE	On 21st inst.
LONDON	KONIG ALBERT	Ger. str.	2 m.	C. Polak	MELCHERS & Co.	On 23rd inst. at Daylight.
LONDON	KAWACHI MARU	Jap. str.	2 m.	J. S. Thompson	NIPPON YUSEN KAISHA	On 24th inst. at 1 P.M.
LONDON	OCEANIC	Fr. str.	2 m.	Reardon	MESSAGERIES MARITIMES	On 27th inst.
LONDON	ALEXANDRIA	Ger. str.	2 m.	Porzelius	HAMBURG-AMERIKA LINIE	On 10th September.
LONDON	SIBIRIA	Ger. str.	2 m.	Ehlers	HAMBURG-AMERIKA LINIE	On 21st September.
LONDON	ANDALUSIA	Ger. str.	2 m.	Ehlers	HAMBURG-AMERIKA LINIE	On 5th October.
LONDON	ARABIA	Brit. str.	2 m.	Ehlers	HAMBURG-AMERIKA LINIE	About 19th inst.
LONDON	HEATHBURN	Brit. str.	2 m.	Ehlers	HAMBURG-AMERIKA LINIE	On or about 15th Sept.
LONDON	ATAKA	Amr. ship	2 m.	Kendall	SHAW, TOMES & Co.	Quick despatch.
LONDON	L. SCHEPP	Amr. ship	2 m.	Kendall	SHAW, TOMES & Co.	Quick despatch.
LONDON	L. F. CHAPMAN	Amr. ship	2 m.	Kendall	SHAW, TOMES & Co.	Quick despatch.
LONDON	ALABAMA	Amr. ship	2 m.	Kendall	SHAW, TOMES & Co.	Quick despatch.
LONDON	MAKURU MARU	Amr. ship	2 m.	Kendall	SHAW, TOMES & Co.	Quick despatch.
LONDON	EMPEROR OF INDIA	Brit. str.	2 m.	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. Co.	On 28th inst.
LONDON	CLAVERING	Brit. str.	2 m.	H. Petersen	DODWELL & Co. Limited	On 19th inst.
LONDON	KAMAKURA MARU	Jap. str.	2 m.	H. Petersen	NIPPON YUSEN KAISHA	On 2nd September, at 4 P.M.
LONDON	KAGA MARU	Jap. str.	2 m.	H. Petersen	NIPPON YUSEN KAISHA	On 4th September.
LONDON	ATHEANIAN	Jap. str.	2 m.	H. Petersen	TOYO KAISEN KAISHA	On 24th inst. at Daylight.
LONDON	NIPPON MARU	Amr. str.	2 m.	H. Petersen	PACIFIC MAIL S. S. Co.	To-day, at Noon.
LONDON	DORIC	Amr. str.	2 m.	H. Petersen	BUTTERFIELD & SWIRE	On or about 15th Sept.
LONDON	STEATHOTE	Brit. str.	2 m.	H. Petersen	GIBB, LIVINGSTON & Co.	To-day, at Noon.
LONDON	GUTHRIE	Brit. str.	2 m.	H. Petersen	NIPPON YUSEN KAISHA	On 23rd inst. at 4 P.M.
LONDON	KAWACHI MARU	Jap. str.	2 m.	H. Petersen	P. & O. S. N. Co.	On or about 20th inst.
LONDON	FORMOSA	Brit. str.	2 m.	H. Petersen	SANDER, WIELER & Co.	On 18th inst. at Daylight.
LONDON	CHINA	Brit. str.	2 m.	H. Petersen	SANDER, WIELER & Co.	To-morrow, at Noon.
LONDON	FLANDRIA	Brit. str.	2 m.	H. Petersen	P. & O. S. N. Co.	On or about 17th inst.
LONDON	SANUKI MARU	Jap. str.	2 m.	H. Petersen	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
LONDON	HAKATA MARU	Jap. str.	2 m.	H. Petersen	NIPPON YUSEN KAISHA	On 30th inst. at Daylight.
LONDON	KASHIRO	Jap. str.	2 m.	H. Petersen	BUTTERFIELD & SWIRE	On 19th inst.
LONDON	ROSETTA MARU	Jap. str.	2 m.	H. Petersen	NIPPON YUSEN KAISHA	On 23rd inst. at Noon.
LONDON	KWEIYANG	Brit. str.	2 m.	H. Petersen	P. & O. S. N. Co.	On 17th inst.
LONDON	PANAMA	Brit. str.	2 m.	H. Petersen	SANDER, WIELER & Co.	On 17th inst. at 3 P.M.
LONDON	ITRIMCOON	Brit. str.	2 m.	H. Petersen	P. & O. S. N. Co.	On 21st inst.
LONDON	NANKIN	Brit. str.	2 m.	H. Petersen	BUTTERFIELD & SWIRE	On 20th inst.
LONDON	CHANGSHA	Brit. str.	2 m.	H. Petersen	BUTTERFIELD & SWIRE	On 21st inst.
LONDON	WUOSUNG	Brit. str.	2 m.	H. Petersen	BUTTERFIELD & SWIRE	On 21st inst.
LONDON	MAIZURU MARU	Jap. str.	2 m.	H. Petersen	MITSUI BUSSAN KAISHA	On 28th inst. at Daylight.
LONDON	ANPUNG MARU	Jap. str.	2 m.	H. Petersen	MITSUI BUSSAN KAISHA	On 18th inst.
LONDON	DAIJIN MARU	Jap. str.	2 m.	H. Petersen	MITSUI BUSSAN KAISHA	To-morrow, at 10 A.M.
LONDON	THALES	Brit. str.	2 m.	H. Petersen	SHAW, TOMES & Co.	To-morrow, at 5 P.M.
LONDON	DIAMANTE	Brit. str.	2 m.	H. Petersen	SANDER, WIELER & Co.	On 19th inst. at Noon.
LONDON	MELPOMENE	Brit. str.	2 m.	H. Petersen	BUTTERFIELD & SWIRE	To-morrow, at Noon.
LONDON	SUNGKIAN	Brit. str.	2 m.	H. Petersen	NIPPON YUSEN KAISHA	To-morrow, at Noon.
LONDON	YAMAGUCHI MARU	Jap. str.	2 m.	H. Petersen	NIPPON YUSEN KAISHA	To-morrow, at Noon.

SHIPPING.

ARRIVALS.
Aug. 13, Woonung, British str., 1,109, Downson, Shanghai 10th August, General.—BUTTERFIELD & SWIRE.
Aug. 13, KWANGSUNG, British str., 1,407, R. Lincoln, Shanghai 10th August, General.—CHINESE.
Aug. 14, KASHIRO, British str., 1,158, O. Sanderson, Cape 9th August, General.—BUTTERFIELD & SWIRE.
Aug. 14, ITRIA, British transport, 5,266, Hugil, Calcutta 1st August.
Aug. 14, YAMAGUCHI MARU, Jap. str., 3,320, S. Yoshizawa, Yokohama 3rd August, General.—NIPPON YUSEN KAISHA.
Aug. 14, ANPING, British str., 1,157, Barlow, Canton 14th August, General.—CHINESE.
Aug. 14, DEIMA, German str., 704, Schlackier, Saigon 9th August, General.—SIMSSEN & Co.
Aug. 14, PEKIN, British str., 3,957, F. J. Fox, Bombay and Singapore 8th August, Cotton and General.—P. & O. S. N. Co.
Aug. 14, MURTRA, British str., 2,985, D. C. MacIntyre, Calcutta 2nd August.
Aug. 14, NISS, British steamer, 1,963, Pent, Kutchinotau 9th August, Coal.—MITSUI BUSSAN KAISHA.
Aug. 14, OLARA, German str., 706, Hansen, Haiphong 12th August and Hoihow 13th, General.—JENSEN & Co.
Aug. 14, HANING, German str., 796, Bulermann, Chafok 7th August, General.—CHINESE.
Aug. 14, NUN TUNG, German str., 1,241, C. Schoenberg, Sydney 16th July, General.—MELCHERS & Co.
Aug. 14, THALES, British str., 893, A. J. Robson, Fochow 10th August, Amoy 12th and Swatow 13th, General.—DODWELL & Co. Limited.
Aug. 14, LAUNDER, American, 906, McDougall, Cebu 6th August, Ballast, Master.
Aug. 14, CHOYANG, British str., 1,194, Bowker, Canton 14th August, General.—JARDINE, MATHESON & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
14th August.
Tartar, British str., for Shanghai.
Yuenang, British str., for Manilla.
Kunwang, British str., for Canton.
Chowat, German str., for Swatow.
Taihu, French str., for Shanghai.
Hanoi, French str., for Haiphong.
Woonung, British str., for Canton.

DEPARTURES.

14th August.
CITY OF CALCUTTA, British str., for Amoy.
MAZAGON, British str., for Shanghai.
TARTAR, British str., for Vancouver.
TAIFU, German str., for Haiphong.
CHOWAT, German str., for Bangkok.
CANNING, British transport, for Rangoon.
ICHANG, British str., for Kobe.
KUNWANG, British str., for Calcutta.
YUENANG, British str., for Manilla.
KWANGLEI, British str., for Canton.

VESSELS IN DOCK.

14th August.
ABERDEEN DOCKS.
KOWLOON DOCKS—Canton River, Victoria, Dido, Solent.
COSMOPOLITAN DOCK—D. J. de Austria.

SHIPPING REPORTS.

The British steamer *Pekin*, from Bombay and Singapore 8th August, had fine squally weather throughout, with considerable rain.
The German steamer *Nuen Tung*, from Sydney 10th ult., had good weather all the way.
In the China Sea southerly winds with heavy showers of rain.
The British steamer *Kashiro*, from Cebu 9th inst., had fresh to strong S.W. and S. winds with moderate sea and heavy squalls; thick rain with moderate sea.
The British steamer *Woonung*, from Shanghai 10th inst., had moderate southerly winds and fine weather to Breaker Point. From Breaker Point to port fresh southerly winds and squally weather.
The British steamer *Kangaroo*, from Shanghai 10th inst., had light to moderate variable winds to Chapoi Island; thence to port moderate S. to S.W. winds; squally weather with rain from Breaker Point.
The British steamer *Thales*, from Fochow 10th inst., Amoy 12th and Swatow 13th, had light S.W. and W. breezes and moderate S.

VESSELS ON THE BERTH.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
"GUTHRIE."
Captain McArthur, will be despatched for the above ports TO-DAY, the 15th August, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.
For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.
Hongkong, 29th July, 1901.

HAMBURG-AMERIKA LINIE.

FOR YOKOHAMA.
THE Steamship
"FLANDRIA."
Captain Eichmann, will be despatched for the above port TO-MORROW, the 16th inst., at Noon.
This Steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to SIEMSEN & CO., Agents.
Hongkong, 9th August, 1901.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Steamship
"DIAMANTE."
Captain J. Rattenbury, will be despatched for the above port TO-MORROW, the 16th inst., at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
A Doctor is carried.
For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.
Hongkong, 13th August, 1901.

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.
THE Steamship
"LYEEMOON."
Captain Th. Lehmann, will be despatched for the above port on SATURDAY, the 17th inst., at 3 P.M.
This Steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to SIEMSEN & CO., Agents.
Hongkong, 14th August, 1901.

FOR NEW YORK.

THE 3/4 A II American ship
"L. SCHEPP."
Captain Kendall, will be ready to load on the 16th August for the above port, and will be despatched about the middle of September.
For Freight, apply to CARLOWITZ & Co.
Hongkong, 16th July 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.
ALEXANDRIA, HAVRE & HAMBURG, On 27th Aug. Freight.
SIBERIA, HAVRE & HAMBURG, On 10th Sept. Freight and Passage.
ANDALUSIA, HAVRE & HAMBURG, On 21st Sept. Freight.
ARABIA, HAVRE & HAMBURG, On 5th Oct. Freight.
ARAGONIA, NEW YORK via SUEZ CANAL, Freight.
For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1. [1061]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 29th Aug. 1901.
"ATHENIAN," 3,982 Tons Comdr. H. Mowatt, R.N.R. WEDNESDAY, 4th Sept. 1901.
"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 25th Sept. 1901.
"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 23rd Oct. 1901.

THE MAGNIFICENT TWIN-SCREW STEAMSHIPS OF THIS LINE PASS THROUGH THE FAMOUS INLAND SEA OF JAPAN, AND TUNNEL MAKE THE VOYAGE YOKOHAMA TO VAN COUVER (B.C.) IN 12 DAYS, SAVING THREE DAYS TO A WEEK IN THE TRANS-PACIFIC JOURNEY.

AND MAKE CONNECTION AT VANCOUVER WITH THE PALATIAL IMPERIAL LIMITED TRAIN, AND THE CANADIAN PACIFIC RAILWAY, WHICH LEAVE DAILY, AND CROSS THE CONTINENT FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA AND THE UNITED STATES. In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Storage.

The "TARTAR" takes First Class and Storage Passengers only. The run is via the route YOKOHAMA AND VANCOUVER IN 14 DAYS.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pender's Street.

Hongkong, 8th August, 1901.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	PARRAMATTA	About 16th August	Freight or Passage.
LONDON, &c.	COROMANDEL	Noon, 17th August	See Special Advertisement.
KOBE	PEKIN	About 17th August	Freight only.
SHANGHAI	NANKIN	About 21st August	Freight only.
YOKOHAMA VIA SHANGHAI AND KOBE (Passing through the Inland Sea)	FORMOSA	About 26th August	Freight or Passage.
LONDON	BANCA	About 7th September	Freight only.

For Further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 14th August, 1901.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
SANUKI MARU	KOBE and YOKOHAMA	FRIDAY, 16th Aug. at DAYLIGHT.
W. Townsend	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 16th Aug. at Noon.
YAMAGUCHI MARU	VICTORIA, B.C. and SEATTLE	MONDAY, 19th Aug. at 4 P.M.
S. Yoshizawa	U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	FRIDAY, 23rd Aug. at DAYLIGHT.
H. Petersen	MARSEILLES, LONDON, ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 23rd Aug. at Noon.
KAWACHI MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 23rd Aug. at Noon.
J. S. Thompson	HAMA	FRIDAY, 23rd Aug. at 4 P.M.
ROSETTA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 30th Aug. at DAYLIGHT.
N. Tate	KOBE and YOKOHAMA	FRIDAY, 30th Aug. at DAYLIGHT.
KASUGA MARU	VICTORIA, B.C. and SEATTLE	MONDAY, 2nd Sept. at 4 P.M.
H. Fraser	U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd Sept. at 4 P.M.
HAKATA MARU	U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd Sept. at 4 P.M.
F. L. Sommer	U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd Sept. at 4 P.M.
KAGA MARU	U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd Sept. at 4 P.M.
J. W. Ekstrand	U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd Sept. at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.

A. S. MIRARA, Manager.

Hongkong, 5th August, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
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CLAVERING 3,328 J. Barker August 19th
BRANMAR 3,501 W. Watt August 27th
DUKE OF FIFE 3,521 J. S. Cox September 10th
OLYMPIA 2,537 J. Trubridge October 1st

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 252.
Excellent accommodation. First-class Table. Doctor and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the Rocky and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 235.
This best route to the Klamath Gold Fields. Frequent sailings from VICTORIA and TACOMA to DYER and St. MICHAEL.

Rates of Passage to other Points on application.
A Special Bill allowed to members of Government Service.
For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.

Hongkong, 17th July, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PORTS IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
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KONIG ALBERT THURSDAY 21st August
PRINZESS IRENE THURSDAY 28th September
PRINZ HEINRICH THURSDAY 2nd October
PREUSSEN WEDNESDAY 10th October
HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 30th October
SACHSEN WEDNESDAY 13th November
KIAUTSCHOU (Hamburg-Amerika Linie) WEDNESDAY 27th November
BAYERN WEDNESDAY 17th December
STUTTGART WEDNESDAY 28th December
KONIG ALBERT WEDNESDAY 2nd Jan. 1902
PRINZESS IRENE WEDNESDAY 19th Jan. 1902
PRINZ HEINRICH WEDNESDAY 5th Feb. 1902
PREUSSEN WEDNESDAY 19th Feb. 1902
HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 5th Mar. 1902
SACHSEN WEDNESDAY 19th Mar. 1902

ON WEDNESDAY, the 21st day of August, 1901, at Noon, the Steamship "KONIG ALBERT," of the Norddeutscher Lloyd, Captain C. Polak, with MAELS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 19th August, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 20th August, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 20th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50. The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 12th August, 1901.

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"ORESTES"	On 15th August.
GLASGOW AND LIVERPOOL	"AJAX"	On 20th August.
GLASGOW AND LIVERPOOL	"TYDEUS"	On 25th August.
GLASGOW AND LIVERPOOL	"PYRREUS"	On 30th August.
GLASGOW AND LIVERPOOL	"ULYSSES"	On 12th September.
GLASGOW AND LIVERPOOL	"AGAMEMNON"	On 19th September.

FOR	STEAMERS	TO SAIL
LONDON	"PELEUS"	On 20th August.
LONDON	"STENTOR"	On 3rd September.
LONDON	"IDOMENEUS"	On 17th September.
LONDON	"AJAX"	On 1st October.
LIVERPOOL Direct	"ORESTES"	About 15th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 12th August, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
TIENTSIN	"KWEIYANG"	On 17th August.
NAGASAKI, KOBE & MOJI	"KASHING"	On 19th August.
MANILA, ILOILO & CEBU	"SUNGLANG"	On 20th August.
NINGBO & SHANGHAI	"WOOSUNG"	On 20th August.
SHANGHAI	"CHANGSHA"	On 24th August.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th August, 1901.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"COROMANDEL,"
Captain F. W. Viner, R.N., carrying His Majesty's Mails, will be despatched from this office on SATURDAY, the 17th August, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

For further particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 5th August, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

The Company's Steamship

"CHINA,"

Captain A. Levy, will leave for the above places on SUNDAY, the 18th instant, at DAYLIGHT.

For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents.

Hongkong, 12th August, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (via SWATOW AND AMOY).

The Company's Steamship

"MAIDZURU MARU,"

Captain K. Sudo, will be despatched for the above ports on WEDNESDAY, the 21st instant.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 8th August, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOH (via SWATOW AND AMOY).

The Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 28th instant, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 14th August, 1901.

NATAL LINE OF STEAMERS.

THE Underwritten GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1897.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

GUTHRIE, British str., W. G. McArthur, Gibb, Livingston & Co.

L. SCORP, American ship, C. S. Kendall, Carlavits & Co.

SEA WITCH, American ship, Howes, Master.

VESSELS ON THE BERTH.

U. S. MAIL LINES

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	THURSDAY, 15th Aug., at Noon.
"PERU"	SATURDAY, 31st Aug., at Noon.
"COPTIC"	TUESDAY, 10th Sept., at Noon.
"CITY OF PEKING"	TUESDAY, 24th Sept., at Noon.
"GARLIC"	WEDNESDAY, 2nd Oct., at Noon.
"CHINA"	SATURDAY, 19th Oct., at Noon.

THE O. & O. S.S. Co.'s Steamship "DORIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 15th August, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from port of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China or re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 7th August, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR MANILA, SINGAPORE, COLOMBO, PORT SAID, PUEBLO AND TRIESTE.

(Taking Cargo at through rates to the BRAZIL, RED SEA, BLACK SEA, LEBANT, VENICE and ADELATIC PORTS).

THE Company's Steamship

"MELPOMENE,"

Captain Matcovich, will be despatched as above on MONDAY, the 19th inst., P.M. instead of as previously advertised.

For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.

Hongkong, 13th August, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On or about 15th Sept.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on or about 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 3rd August, 1901.

FOR NEW YORK.

THE 3/4 A.I. American ship

"MANUEL LLAGUNA"

will load during September and October, sailing about 25th October.

For Freight, apply to
SHEWAN, TOMES & CO.,
Hongkong, 11th July, 1901.

Hongkong, 11th July, 1901.

FOR NEW YORK.

"I. F. CHAPMAN,"

having arrived, is now ready to load for the above port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBBERG & CO.,
Hongkong, 12th August, 1901.

Hongkong, 12th August, 1901.

THE PROVINCE OF SHANTUNG.

ITS TRADE, POPULATION AND FUTURE PROSPECTS.

BY M. O'S.

Reprinted from the "HONGKONG DAILY PRESS."

Price, 50 cents Cash. Messrs. Kelly & Walsh or Daily Press Office.

Hongkong, 31st January, 1900.

HONGKONG.

Arriving, British str., 1,150, Barlow, Aug. 9, Chinese.
Arara, British str., 2,481, Williamson, Aug. 13, Shawan, Tones & Co.
Benledi, British str., 1,483, Clark, Aug. 12, Gibb, Livingston & Co.
Choyang, British str., 1,194, Bowker, Aug. 10, Jardine, Matheson & Co.
Clara, German steamer, 675, Hanson, Aug. 14, Jensen & Co.
Daigi Maru, Jap. str., 946, Sobajima, Aug. 10, Mitsui Bussan Kaisha
Decima, German str., 794, Schalkier, Aug. 14, Siemens & Co.
Diamante, British str., 1,235, Rattenbury, Aug. 12, Shawan, Tones & Co.
Dorie, British steamer, 4,575, Smith, Aug. 9, O. & O. S. S. Co.
Flandria, German str., 1,287, Brubns, Aug. 8, Siemens & Co.
Guthrie, British str., 2,500, McArthur, Aug. 12, Gibb, Livingston & Co.
Hauel, French steamer, 708, Merlees, Aug. 11, A. R. Martv.
Husa, German str., 1,200, Lorenzen, Aug. 12, Sander, WIELER & CO.
Hansung, Korean str., 796, Bulmann, Aug. 14, Chinese.
Hinsang, British steamer, 1,536, Luke, Aug. 9, Jardine, Matheson & Co.
Holluo, French str., 509, Merlees, Aug. 12, A. R. Martv.
Kamamura Maru, Jap. str., 3,976, Petersen, Aug. 12, Nippon Yusen Kaisha
Kashig, British str., 1,158, Sanderson, Aug. 14, Butterfield & Swire.
Konggwai, German str., 1,115, Rieger, Aug. 9, Molchers & Co.
Kohsichang, German str., 1,291, Louss, Aug. 11, Butterfield & Swire.
Kyoto Maru, Jap. str., 1,639, Sakurai, Aug. 13, M. B. Kaisha.
Marie Jensen, Ger. str., 1,700, Hemmet, Aug. 10, Jensen & Co.
Mansang, British str., 1,643, Welsh, Aug. 8, Jardine, Matheson & Co.
Matcovich, Aust. str., 1,700, Matcovich, Aug. 7, Sander, WIELER & CO.
Mumkut, German str., 852, Gotsche, Aug. 12, Butterfield & Swire.
Murex, British str., 2,329, Halliday, Aug. 7, Arnold, Karberg & Co.
Ness, British steamer, 1,881, Peart, Aug. 14, Mitsui Bussan Kaisha
Nuen Tung, German str., 1,241, Schoenberg, Aug. 12, Molchers & Co.
Peking, British steamer, 3,987, Fox, Aug. 14, P. & O. S. N. Co.
Pelayo, British steamer, 1,556, Burns, Aug. 13, G. Mc Bain.
Saladji, Dutch str., 1,235, Harst, July 29, Meyer & Co.
Shicler, British str., 1,640, Satchell, Aug. 11, M. B. Kaisha.
Tahsien, British str., 1,122, Stovel, July 21, Bradley & Co.
Thales, British steamer, 836, Robeson, Aug. 14, Douglas Lapsack & Co.
Woonung, British str., 1,109, Dowson, Aug. 13, Butterfield & Swire.
Victoria, American str., 2,112, Fanton, Aug. 1, Dodwell & Co., Limited.
Yamaguchi Maru, Jap. str., 3,320, Yoshizawa, Aug. 14, N. Y. Kaisha.
Y. Soutan, Amr. str., 585, Gortirolo, July 13, Order.

SAILING VESSELS.

Brizeux, French ship, 1,400, Gourio, Aug. 7, Order.
Celaux, British ship, 1,784, Jeffry, May 28, Order.
Francois Coppel, French barque, 1,726, Donet, July 28, E. A. Trading Co., Limited.
Holliswood, Amr. bark, 1,084, Knight, June 14, Order.
I. F. Chapman, Amr. ship, 2,013, Chapman, Aug. 10, Arnold, Karberg & Co.
Lanberg, Amr. bark, 906, McDougall, Aug. 14, Master.
L. Schep, Amr. ship, 1,673, Kendall, July 5, Carlavits & Co.
Manned Llaguna, Amr. ship, 1,650, Nichols, June 30, Standard Oil Co.
M. de Villars, French bark, 1,171, Rionel, May 31, E. A. Trading Co., Limited.
Sea Witch, Amr. ship, 1,172, Howes, Feb. 21, Master.
Susannah, Amr. ship, 2,390, Bailey, July 25, Order.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alcorix, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Craddock, at Taku.
Algerine, ship, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Shanghai.
Aretas, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Stirling, Woonung.
Argonaut, battleship, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Chinkiang.
Astraea, cruiser, 4,360 tons, 10 guns, 9,000 h.p., Captain C. J. Baker, at Shanghai.
Aurora, cruiser, 5,500 tons, 12 guns, 8,500 h.p., Capt. E. H. Bayly, C.B., at Woonung.
Bedford, battleship, 10,500 tons, 14 guns, 15,000 h.p., Capt. G. J. S. Warrander, at Weihaiwei.
Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C.M.G., at Woonung.
Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. M. Leake, at Wuhu.
Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. R. E. Wrey, Bart., at Hankow.
Britannia, gunboat, 710 tons, 6 guns, 1,900 h.p., Lieut. Comdr. E. A. Baird, at Weihaiwei.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. Wm. C. Pakenham, at Amoy.
Dido, cruiser, 2nd class, 5,500 tons, 11 guns, 9,600 h.p., Capt. P. F. Tildard, at Hongkong.
Eclipse, cruiser, 5,600 tons, Captain Stokes, at Amoy.
Endymion, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Captain A. W. Paget, C.M.G., at Weihaiwei.
Essex, gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. W. F. Blunt, at Shanghai.
Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., in reserve, at Hongkong.
Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., Lieut. Comdr. C. P. Beatty Pownall, at Canton.
Glory, battleship, 12,950 tons, Captain W. A. Carter, at Hongkong.
Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wintz, at Nanking.
Hauel, torpedo-boat destroyer, 200 tons, 6 guns, 4,000 h.p., Lieut. Comdr. G. C. Hardy, at Shanghai.
Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve, at Hongkong.
Humber, storeship, 1,640 tons, Comdr. H. J. Davison, at Shanghai.
Isis, cruiser, 2nd class, 3,550 tons, 11 guns, 9,600 h.p., Capt. Chas. Windham, at Hongkong.
Janus, torpedo-boat destroyer, in reserve, at Hongkong.
Kinsha, river gunboat, Lieut. Comdr. G. B. Powell, on Yangtze.
Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Amoy.
Ocean, battleship, Hon. A. G. Curzon Howe, at Weihaiwei.
Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, C.B., at Woonung.

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IMPERIAL QUARTO
ENGLISH AND CHINESE
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WITH THE PUNY AND MANDARIN
PRONUNCIATION.

For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given in extenso. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Pinyin pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work the following facts are submitted for consideration:—Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000 whilst this work contains more than 50,000 English words, and upwards of 900,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete that a reference to its pages enables a person who understands English to communicate effectively with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally. It comprises upwards of two thousand large quarto pages.

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HONGKONG.

"DAILY PRESS" Office, 14, Des Vaux Road Central.

THE TROPICAL AGRICULTURIST.

MONTHLY RECORD OF INFORMATION FOR PLANTERS OF

Tea, Cacao, Cinchona, Coffee, Indiarubber, Sugar, Palms, Cotton, Cardamome, Kola, Cocoa, Cinnamon, Nutmegs, Fibrous Plants, and other Products suited for Cultivation in the Tropics.

Published at Overseas Office, Colombo, Ceylon.

THE TROPICAL AGRICULTURIST has now an assured position in its large circulation in Ceylon, Southern and even Central and Northern India, the Straits Settlements, Sumatra, Java, Borneo, Northern Australia, Queensland, Central America, Natal, Mauritius and the West Indies. From all sub-tropical planting settlements we have had cordial approval of the publication, and an encouraging measure of support. The English, Indian and Colonial Press has spoken in commendatory terms of the T.A., as also Directors of Public Gardens from Sir Joseph Hooker, F.R.S. downwards, and so have all planters.

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As a medium for English, American, and Australian ADVERTISEMENTS of goods suitable for the tropics, India, as well as Ceylon, the Straits Settlements, Java, and West Indies, or connected with agriculture, the Tropical Agriculturist stands unrivalled, the work being constantly in the hands of Native as well as European and American agriculturists. Being a Monthly Periodical, the Tropical Agriculturist lies on the table and is very often referred to during each month.

Mr. W. T. Thistleton Dyer, F.L.S., C.M.G., Assistant Director of Kew Gardens, writing of the T.A., refers to it as "an astonishing repository of everything relating to the economic botany of the East."

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For long contracts, special reductions. Communications respecting advertisements and subscriptions may be addressed to A. M. & J. FERGUSON, Colombo, or Agents in parts of the world.

POST OFFICE NOTICES.

Parcel-Mail for Europe, &c., per s.s. *Coromandel* will close at 2 p.m. on Friday, the 16th inst. The *Nippon Maru*, with the American Mail of the 17th ult., left Shanghai on Monday, the 12th inst., at daylight, and may be expected here to-day.

The *Paranatta*, with the English mail of the 16th ult., left Singapore on Sunday, the 11th inst., at noon, and may be expected here on or about Friday, the 16th inst. This Packet brings replies to letters despatched from Hongkong on 17th June.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR
Canton	Hongkong	Thursday, 15th, 7.30 A.M.
Hankow and Haiphong	Hongkong	Thursday, 15th, 9.00 A.M.
Shanghai	Hongkong	Thursday, 15th, 10.00 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco	Doric	Thursday, 15th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Macao	Hongkong	Thursday, 15th, 11.00 A.M.
Shanghai, Hongkong, Canton, Swatow and Shanghai	Hongkong	Thursday, 15th, 3.00 P.M.
Shanghai, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and Melbourne	Guthrie	Thursday, 15th, 4.00 P.M.
Canton	Hongkong	Friday, 16th, 9.00 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco	Doric	Friday, 16th, 11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Shanghai, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and Melbourne	Guthrie	Friday, 16th, 4.00 P.M.
Canton	Hongkong	Saturday, 17th, 9.00 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco	Doric	Saturday, 17th, 11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Shanghai, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and Melbourne	Guthrie	Saturday, 17th, 4.00 P.M.

TO-MORROW.

Sale, Cartridges, Central Police Station, Messrs. Hughes & Hough, 11 a.m.

Sale, Furniture, Sales Rooms, Messrs. Hughes & Hough, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.	14th August.
Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 1/2
Bank Bills, at 30 days sight	111 1/2
Bank Bills, at 4 months sight	111 1/2
Credits, at 4 months sight	111 1/2
Documentary Bills, 4 months sight	111 1/2
ON PARIS.	14th August.
Bank Bills, on demand	243 1/2
Bank Bills, at 3 months sight	243 1/2
ON GERMANY.	14th August.
Bank Bills, on demand	197 1/2
Bank Bills, at 3 months sight	197 1/2
ON NEW YORK.	14th August.
Bank Bills, on demand	47 1/2
Bank Bills, at 3 months sight	47 1/2
ON BOMBAY.	14th August.
Telegraphic Transfer	145 1/2
Bank Bills, on demand	145 1/2
ON CALCUTTA.	14th August.
Telegraphic Transfer	145 1/2
Bank Bills, on demand	145 1/2
ON SHANGHAI.	14th August.
Bank Bills, at sight	73 1/2
Private, 30 days sight	73 1/2
ON YOKOHAMA.	14th August.
Bank Bills, on demand	64 p.c. pm.
ON MANILA.	14th August.
Bank Bills, on demand	3 p.c. pm.
ON SINGAPORE.	14th August.
Bank Bills, on demand	1 p.c. pm.
ON BATAVIA.	14th August.
Bank Bills, on demand	117 1/2
ON HAIPHONG.	14th August.
Bank Bills, on demand	1 p.c. pm.
ON SAIGON.	14th August.
Bank Bills, on demand	1 p.c. pm.
ON BANGKOK.	14th August.
Bank Bills, on demand	60
SOVEREIGNS, Bank's Buying Rate	£102 1/2
GOLD LEAF, 100 fine, per tola	£51 50
SILVER, per tola	£20 1/2

OPIUM.

Quotations are:—	14th August.
Malwa New	£880 to £870 per picul.
Malwa Old	£880 to £870
Malwa Older	£880 to £870
P. P. per wrapped	£880 to £870
Persian fine quality	£880 to £870
Persian extra fine	£880 to £870
Persian New	£880 to £870
Persian Old	£880 to £870

VESSELS EXPECTED.

THE AMERICAN MAIL.
The T.K.K. steamer *Nippon Maru*, with mails, &c., left Shanghai for this port on the 12th inst., at daylight.

The P.M. steamer *Peru*, with the mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 25th ult.

THE GERMAN MAIL.
The P. & O. steamer *Paranatta* left Singapore for this port on the 11th inst., at noon, with the outward English mails, and is due here to-morrow, at about 8 a.m.

THE GERMAN MAIL.
The Imperial German mail steamer *Prinz Heinrich*, carrying the German mails with dates from Berlin of the 22nd ult., left Colombo on the 10th inst., a.m., and may be expected here on or about the 20th inst.

The Imperial German mail steamer *König Albert* left Kobe via Nagasaki and Shanghai on the 11th inst., a.m., and may be expected here on or about the 20th inst.

THE CANADIAN MAIL.
The C.P.R. steamer *Empress of India* arrived at Yokohama at 10.30 a.m. on the 12th inst., and left again at 3 p.m. same day for Kobe, where she is due to arrive at 3 p.m. on the 15th inst.

THE INDIAN MAIL.
The steamer *Catharine* from Calcutta, left Singapore for this port on the 14th inst., p.m.

JOINT STOCK SHARES.

Stocks.	No. of Shares.	Issue Price.	Paid Up.	Last Dividend.	Closing Quotation.
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	\$10 1/2 for half year ended 31/12/00	30 p. c. p. 30 1/2
Bank of China & Japan, Ltd.	100,875	25	25	None	15 1/2
Do. Deferred	1,250	21	21	None	25 1/2
National Bank of China, Ltd.	19,970 A	410	410	\$11 1/2 for 1899	32 1/2 buyers
Do. Founders' Shares	29,965 B	410	410	\$11 1/2 for 1899	32 1/2 buyers
Do. Founders' Shares	750	410	410	None	315, sellers
MARINE INSURANCES.					
Union Ins. Society, Ltd.	10,000	\$250	\$250	\$10 p. c. for 1899	\$340.
China Traders' Ins. Co., Ltd.	24,000	\$84.33	\$84.33	\$10 p. c. for 1899	\$340, sellers
North China Ins. Co., Ltd.	6,000	\$100	\$100	\$10 p. c. for 1899	71 1/2
Yangtze Ins. Assoc., Ltd.	8,000	\$100	\$100	\$10 p. c. for 1899	\$125.
Canton Insurance Office, Ltd.	10,000	\$250	\$250	\$10 p. c. for 1899	\$180, sellers
Straits Insurance Co., Ltd.	30,000	\$100	\$100	\$10 p. c. for 1899	nominal
FIRE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$250	\$24 for 1899	\$340, sale & sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$100	\$24 for 1899	354.
SHIPPING.					
Hongkong, Canton and Swatow S. S. Co., Ltd.	80,000	\$15	\$15	\$1.50 for half year ended 31/12/00	\$34, sellers
Indo-China S. S. Co., Ltd.	60,000	\$10	\$10	\$1.50 for half year ended 31/12/00	\$103, sellers
China & Manila S. S. Co., Ltd.	6,000	\$50	\$50	\$1.50 for half year ended 31/12/00	\$32, sellers
Douglas Steamship Co., Ltd.	20,000	\$30	\$30	\$1.50 for half year ended 31/12/00	\$54, sellers
China Mutual S. S. Co., Ltd.	20,000	\$10	\$10	\$1.50 for half year ended 31/12/00	\$12.
Limited, Preference	20,000	\$10	\$10	\$1.50 for half year ended 31/12/00	\$12.
Do. Ordinary	20,000	\$10	\$10	\$1.50 for half year ended 31/12/00	\$12.
Do. do.	10,000	\$10	\$10	\$1.50 for half year ended 31/12/00	\$12.
Star Ferry Co., Limited	2,000	\$10	\$10	\$1.50 for half year ended 31/12/00	\$12.
Shall Transport & Trading Co., Limited	2,000	\$10	\$10	\$1.50 for half year ended 31/12/00	\$12.
REFINERIES.					
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1.50 for half year ended 31/12/00	\$114, sellers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	\$1.50 for half year ended 31/12/00	\$36, sellers
Mining.					
Punjom Mining Co., Ltd.	60,000	\$10	\$10	\$1.50 for half year ended 31/12/00	\$5, sellers
Do. Preference	30,000	\$10	\$10	\$1.50 for half year ended 31/12/00	\$5.
Societe Francaise des Charbonnages du Tonkin	10,000	\$250	\$250	\$1.50 for half year ended 31/12/00	\$125.
Queens Mines, Limited	400,000	\$25	\$25	\$1.50 for half year ended 31/12/00	\$4, sellers
Gold Mining and Trading Company, Ltd.	45,000	\$5	\$5	\$1.50 for half year ended 31/12/00	\$4, sellers
Raub Australian Gold Mining Co., Limited	200,000	\$1	\$1	\$1.50 for half year ended 31/12/00	\$12, buyers
Oliver's Freehold Mines, Limited	15,000	\$5	\$5	\$1.50 for half year ended 31/12/00	nominal
Do. do.	15,000	\$5	\$5	\$1.50 for half year ended 31/12/00	nominal
DOCKS, WHARVES, &c.					
Hongkong Dock Co., Limited	50,000	\$50	\$50	\$1.50 for half year ended 31/12/00	\$290.
Hongkong and Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$1.50 for half year ended 31/12/00	\$103, sales
Wharves, Warehouses and Storage Co., Ltd.	2,000	\$100	\$100	\$1.50 for half year ended 31/12/00	nominal
New Amoy Dock Co., Ltd.	6,000	\$81	\$81	\$1.50 for half year ended 31/12/00	\$24, buyers
LANDS, HOTELS & BUILDINGS.					
Hongkong Land Ltd.	50,000	\$100	\$100	\$1.50 for half year ended 31/12/00	\$100, sales
Meat & Grocery Co., Ltd.	6,000	\$30	\$30	\$1.50 for half year ended 31/12/00	\$30, sellers
Kowloon Land & B. Co., Ltd.	12,500	\$30	\$30	\$1.50 for half year ended 31/12/00	\$51, sellers
West Point Building Company, Limited	12,000	\$30	\$30	\$1.50 for half year ended 31/12/00	\$13, sales
Orlando Hotel, Manila	7,000	\$50	\$50	\$1.50 for half year ended 31/12/00	\$63, sellers
Empire Hotel, Manila	10,000	\$40	\$40	\$1.50 for half year ended 31/12/00	\$13, sales
COTTON MILLS.					
Ewo Cotton Spinning and Weaving Co., Ltd.	17,500	\$100	\$100	\$1.50 for half year ended 31/12/00	Tls. 23, sellers
International Cotton Mfg. Co., Ltd.	10,000	\$100	\$100	\$1.50 for half year ended 31/12/00	Tls. 35, sellers
Leong-kang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	\$100	\$100	\$1.50 for half year ended 31/12/00	Tls. 40, sellers
Soy Chee Cotton Spinning Company, Ltd.	2,000	\$100	\$100	\$1.50 for half year ended 31/12/00	Tls. 30, sellers
Yahloong Cotton Spinning Co., Ltd.	7,500	\$100	\$100	\$1.50 for half year ended 31/12/00	Tls. 13, sellers
Weav. & Dyeing Co., Ltd.	12,000	\$100	\$100	\$1.50 for half year ended 31/12/00	\$11, sales
MISCELLANEOUS.					
Manila Investment Co., Ltd.	20,000	\$50	\$50	\$1.50 for half year ended 31/12/00	\$50, sellers
Green Island Cement Co., Ltd.	100,000	\$10	\$10	\$1.50 for half year ended 31/12/00	\$214, sellers
China Borneo Co., Ltd.	7,500	\$40	\$40	\$1.50 for half year ended 31/12/00	\$55, sellers
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	\$1.50 for half year ended 31/12/00	\$10, sale & buyers
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	\$1.50 for half year ended 31/12/00	\$12, buyers
Hongkong and China Gas Company, Limited	7,000	\$10	\$10	\$1.50 for half year ended 31/12/00	\$113, buyers
Hongkong Slop Mfg. Co., Ltd.	10,000	\$50	\$50	\$1.50 for half year ended 31/12/00	\$172, sellers
Geo. Fenwick & Co., Ltd.	6,000	\$25	\$25	\$1.50 for half year ended 31/12/00	\$55, sellers
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	\$1.50 for half year ended 31/12/00	\$18.
Hongkong High Level Tramway Co., Ltd.	1,250	\$100	\$100	\$1.50 for half year ended 31/12/00	\$275, buyers
Hk. Steam Water-cooled, Ltd.	7,500	\$10	\$10	\$1.50 for half year ended 31/12/00	\$5, sales & buyers
Dairy Farm Co., Ltd.	10,000	\$71	\$71	\$1.50 for half year ended 31/12/00	\$9, buyers
Hk. China Bakery Co., Ltd.	600	\$50	\$50	\$1.50 for half year ended 31/12/00	\$20, buyers
Campbell, Moore & Co., Ltd.	1,200	\$10	\$10	\$1.50 for half year ended 31/12/00	\$110.
Bell's Asbestos & Ag. Co., Ltd.	10,000	\$10	\$10	\$1.50 for half year ended 31/12/00	\$101, sellers
United Asbestos Oriental Agency, Limited	100,000	\$10	\$10	\$1.50 for half year ended 31/12/00	\$15.
Tobacco Planting Co., Ltd.	20,000	\$5	\$5	\$1.50 for half year ended 31/12/00	\$1, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	\$20	\$1.50 for half year ended 31/12/00	\$91, sales & sellers
Watkins, Limited	10,000	\$10	\$10	\$1.50 for half year ended 31/12/00	\$101, sales
Universal Trading Co.	50,000	\$20	\$20	\$1.50 for half year ended 31/12/00	\$20, buyers
China Light & P. Co., Ltd.	15,000	\$20	\$20	\$1.50 for half year ended 31/12/00	\$30, nominal
Robinson Piano Co., Ltd.	12,000	\$10	\$10	\$1.50 for half year ended 31/12/00	\$10 nominal
Powell, Ltd.	20,000	\$50	\$50	\$1.50 for half year ended 31/12/00	\$33, sellers
Philippine Tobacco Trust Co., Ltd.	20,000	\$50	\$50	\$1.50 for half year ended 31/12/00	\$1,500, sellers
Alhambra, Ltd.	2,000	\$30	\$30	\$1.50 for half year ended 31/12/00	\$1,500, sellers

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